

Navy News

OCTOBER 1997

70p



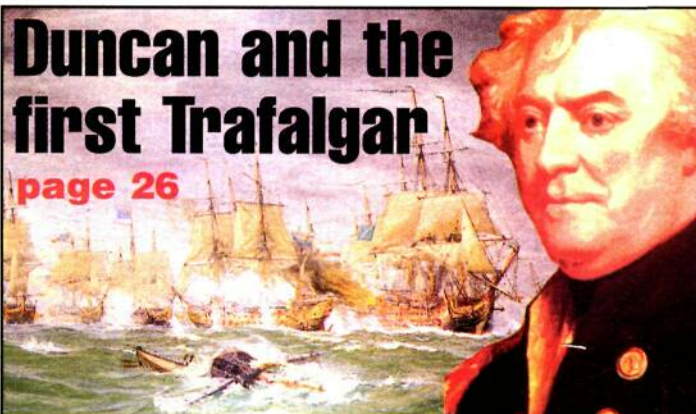
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Duncan and the first Trafalgar

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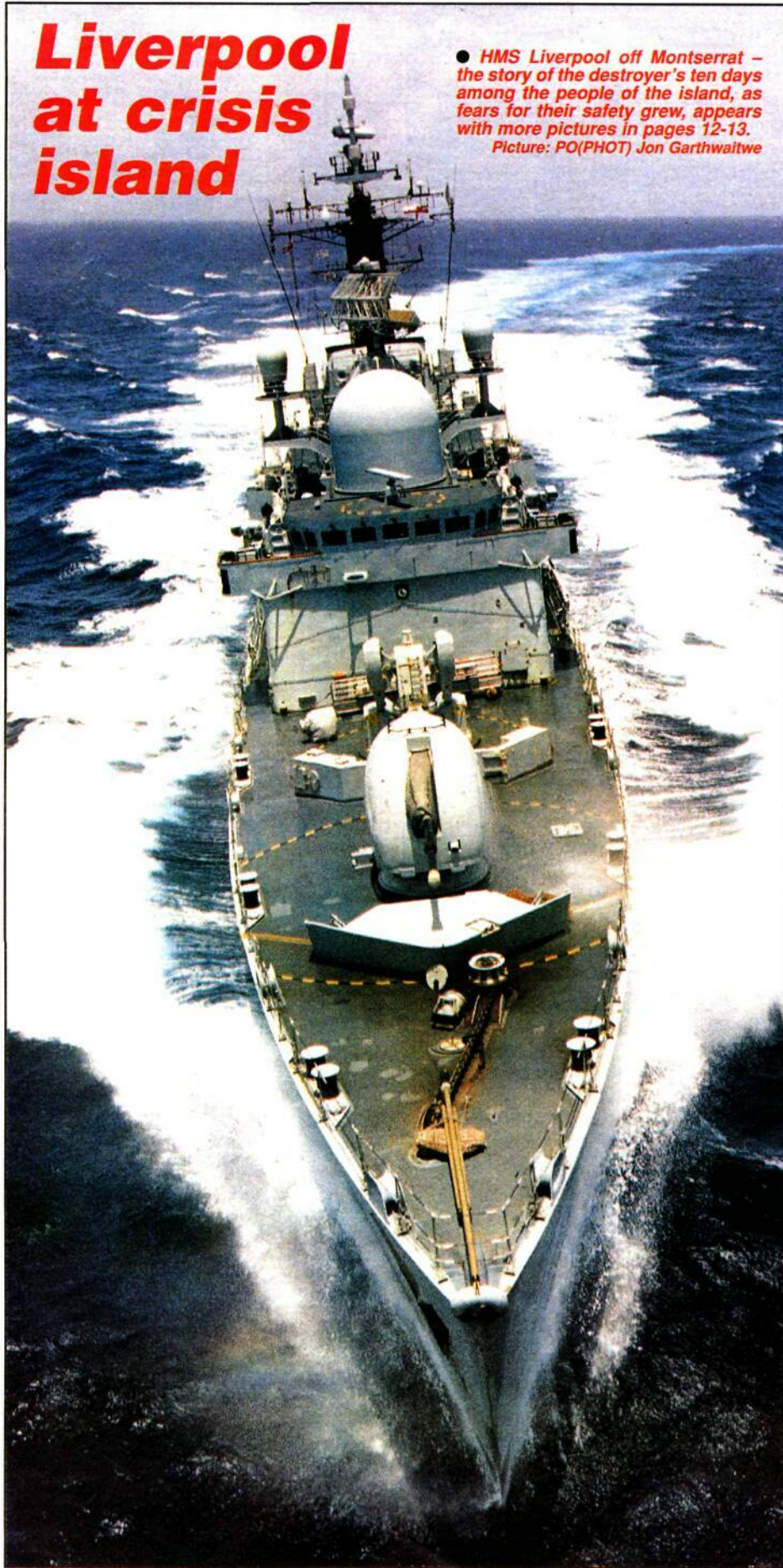
Diana's Navy days

centre pages



Liverpool at crisis island

● *HMS Liverpool off Montserrat – the story of the destroyer's ten days among the people of the island, as fears for their safety grew, appears with more pictures in pages 12-13. Picture: PO(PHOT) Jon Garthwaitwe*



SIZING-UP THE NEXT CARRIERS

BIGGER aircraft carriers with more warplanes and greater strike capability are being seen by senior Naval officers as the most effective replacement for Britain's Invincible-class ships, writes Anton Hanney.

Although the three Harrier carriers have given sterling service over the past two decades, the Royal Navy's senior staff are keenly aware that the ships were not specifically designed for the operational role they are being called upon to fulfil in today's world.

Conceived in the depths of the Cold War, they were intended primarily as the nucleus of a task force to combat the Russian maritime threat – a job they have never had to do for real.

As long ago as the Falklands War, HMS Invincible was proving the need for flexibility by launching Harriers on strike sorties. More than ten years later, the class's primary contributions to NATO's sorties over the former Yugoslavia were in the strike, patrol

'Bigger is better' belief by Fleet

and reconnaissance roles. Although the British carrier-borne aircraft provided only four per cent of the Alliance's air assets there, they flew eight per cent of the total sorties.

The lesson has been well learned. Though the Navy do not want to go back to the steam catapult – they foresee the ultimate replacement for the Sea Harrier as a joint UK-US VSTOL

aircraft – hearts are becoming set on an increase in carrier size and greater Joint Service "operability".

"The ship should be able to operate the number of aircraft that could perform any task," says Deputy Fleet Commander, Vice Admiral Jeremy Blackham, one of those convinced that bigger is better. "A larger ship would be capable of embarking more aircraft and would therefore be more cost-effective."

"Increase in size need not be very much more expensive – HMS Ocean (the new helicopter assault ship) cost about the same as a frigate to build. The cost depends on what technology and weapons you put into the ship, not size alone."

His view of maritime air power is that it can often be brought to bear quicker and nearer the target than land-based aircraft, it needs no bases, it can avoid bad weather, and can be mixed and matched to the task in hand, using any dual-capable aircraft.

The need for the Invincible-class to pack a stronger punch is emphasised by the plan to extend the flight deck and stowage space forward by remov-

Women in subs a long way off

WOMEN are unlikely to serve in Royal Navy submarines for many years to come, *Navy News* has learned.

It is understood from senior Naval sources that although a study into female sailors on submarines is progressing, no submarines in service or currently planned are structured to accept women crew members.

Plans for the new Astute-class vessels are so far advanced that it would be difficult to convert even them for mixed crews.

■ Turn to back page

Design competition for Falklands chapel

RESULTS of a design competition for the long-planned Falklands Memorial Chapel are due to be announced before the end of the year.

Building of a chapel on a site offered by Pangbourne College, near Reading, has been fraught with difficulties since it was first suggested over five years ago.

A scheme to transfer a period building from Salisbury fell through, and this year the scheme received another setback when a design submitted to

Newbury District Council by the Memorial Chapel Trust was refused planning permission.

The local authority referred the matter to the Royal Fine Art Commission who agreed that the chapel would be a monument of national importance and launched the competition in conjunction with the Royal Institute of British Architects.

Trust chairman, Admiral Sir John Woodward, said that so far 30 competition entries had been received. He told *Navy News* that the winning

design had to be within the £1.1 million budget for the chapel, out of which the £50,000 cost of the competition would also have to be met.

A symbolic start on building work was made in June when the chapel's foundation stone was unveiled by Lt Cdr The Duke of York. "We still need about £400,000 of the projected cost of the chapel, but we foresee that donations will come rolling in once building work begins," said Admiral Woodward. "All foundation surveys were completed for the original

design, and once the new design is approved we hope to see the chapel built in a year."

Meanwhile, Cdr Rick Jolly RN (retd), chairman of the South Atlantic Medal Association, has suggested that the chapel house a computerised memorial as well as a traditional book of remembrance for the 257 British personnel killed in the Falklands War.

"With the co-operation of families, the pictures of those who died, with text about them, could be called up on a computer screen," he said.

The chapel will be designed to seat 550, and the campaign to enlist people to either embroider or sponsor a kneeler for £30 – or both – is continuing. Chapel Trust secretary Angela Perry said 250 kneelers were still needed.

Donors and volunteers should contact her at Pangbourne College, Pangbourne, Reading, RG8 8LA. General donations to the Trust should also be sent there, cheques being payable to the Falkland Islands Memorial Chapel Trust.

Radar in hunt for marine's body

RADAR equipment and techniques used to find the bodies of Fred and Rosemary West's victims may be used in a new search for a Royal Marine believed to have been murdered on the Falkland Islands 17 years ago.

Forensic researchers equipped with the latest technology believe that they have the best chance yet of finding the body of Mne Alan Addis.

A final decision on whether the Forensic Research Advisory Group will be deployed will be made this month. If they go they will also take a dog specially trained to sniff out bodies, no matter how long they have been buried.

Mne Addis disappeared in 1980 after a party at a social club at remote North Arm. At the time it was believed he had slipped and fallen into the water while drunk, or had wandered off and died in the hinterland.

Arrests

However, following a campaign by his mother, a police investigation team from Devon and Cornwall was sent to work with the Islands police in 1994. They concluded that it was likely that the marine had been murdered, but they could find no body, and though three islanders were arrested, they were released without charge.

If the new search goes ahead will begin when the forensic team reach the Falklands in the new year – during the islands' summer. Its members will include Prof. John Hunter, a forensic archaeologist from Birmingham University, and Sgt Mick Swindells of Lancashire police.

Sgt Swindells has led the field in new training methods to teach dogs to sniff out bodies. He told *Navy News*: "The dog and the radar will ensure that nothing can slip by us – as long as we cast the net in the right place."

Norfolk's islands duty ends

HMS NORFOLK has returned home to Devonport after a seven-month deployment as Falkland Islands guardship.

The Type 23 frigate was relieved on station by her sister ship, HMS Somerset, in late May, and then sailed to the Pacific via the Magellan Strait to take part in exercises with the Chilean, Peruvian and US navies.

After visiting San Francisco she began her journey home through the Panama Canal. During her deployment she has steamed almost 30,000 miles, spent 145 nights at sea and visited seven countries, including Brazil, Uruguay and ports in the West Indies.



Learning the fast way with the Navy

HIGH-SPEED training is being provided by the Royal Navy's Gibraltar Squadron for members of the Royal Gibraltar Police marine section. They are teaching the Rock's bobbies, and RN personnel, in the use of high performance craft at sea – such as this rigid inflatable boat. The course includes high-speed interception and night work, with the assistance of instructors from RM Poole.

Picture: Cpl Kev Jones RAF

Yacht people pay tribute to helo man's courage

RESCUED FAMILY'S THANK-YOU VISIT

THE FAMILY rescued from their battered yacht by HMS *Illustrious's* helicopters have visited the chief petty officer who risked his own life to save theirs.

Don and Yvonne Newman, and their six-year-old son Daniel, called at the Portland home of CPOACMN(D) Sandy Saunders to thank him for his part in plucking them from their boat, tossed helplessly by waves of over 30ft in the Bay of Biscay last month.

Chief Saunders, whose bravery has been praised by Mr Newman, was the winchman in one of 820 Squadron's Sea King helicopters deployed from the carrier in response to Don Newman's distress call.

The ship was 60 miles away at the time and heading for Portsmouth after an eight-month global deployment on Exercise Ocean Wave. The Newmans were on the first leg of a planned round-the-world trip when the unexpected gales ripped into their 36ft yacht Touchdown 200 miles south-west of Brest.

For three days Mr Norman battled at the helm, and when he made the distress call he was near to exhaustion and his wife dehydrated by severe seasickness.

Chief Saunders was a member of

the crew of the first aircraft to arrive on the scene. "Conditions were pretty horrendous," he told *Navy News*. "Winds were over 50 knots, visibility was poor in driving rain, the seas were huge and the yacht was pitching. It made it difficult for the pilot, Lt Luke Morgan, to maintain a hovering position as he had no reference point."

For 40 minutes Chief Saunders was dangling on the end of the winch, making dozens of attempts to board the wildly pitching yacht. "I had to come in low to get on board the small vessel," he said. "The trouble with that was that the waves were swamping me and I was continually in the water."

Don Newman said: "The determination on the man's face was amazing. He gritted his teeth and just carried on. His bravery was incredible."

Eventually, and with skilful winch operation by the squadron's senior observer, Lt Cdr Ian Fitter, Chief Saunders reached the yacht's cockpit and Mrs Newman was winched up. But by that time the



● CPO Sandy Saunders – 'We were in great danger of sinking.'

aircraft was running out of fuel and had to return to *Illustrious*, leaving Chief Saunders, Don and Daniel to be picked up by a second aircraft, piloted by Lt Cdr Jennings, about 20 minutes away.

A container ship which had also answered the distress call was asked to provide shelter with her high hull. But in attempting to do that she was blown into the yacht, nearly capsizing it.

"We were in great danger of sinking," said Chief Saunders. "I thought as we scraped down the side of the ship that she would snap our keel off. I'd got hold of Daniel and we were all ready to jump."

Fortunately the yacht stayed afloat and when Lt Cdr Jennings' aircraft arrived Daniel was winched

up. By that time it was dark and further winching from the yacht became too risky. Chief Saunders and Don Newman had to swim away from the vessel to be picked up from the sea, POACMN Colin Hicks bringing up Mr Newman on a double lift.

Sandy Saunders later admitted that it had been one of the most dangerous rescue operations he had experienced.

Paying tribute to him, Lt Cdr Jennings said: "CPO Saunders is very experienced and trained to operate in difficult conditions, but he was a very brave man to go down into that boat. He knew it was the only way the family could be saved."

Award plan for sailor's bid to save swimmer

A SAILOR from the mine-hunter HMS *Ledbury* has been recommended for a life-saving award after attempting to save a drowning man in a Bristol dock.

The recommendation came from Avon and Somerset police after LMEM Michael Dewar dived fully clothed into the dock in a determined but unsuccessful rescue bid.

In a letter to the Navy, the police have also commended the actions of the whole ship's company during the incident in late August.

The *Ledbury* was berthed in Bristol for a visit to her affiliated village of Ledbury when LMEM Dewar was on the dockside. Nearby, one of a group of holiday-makers who had been drinking tried to swim in the dock but got into difficulties.

Divers

Michael dived in fully clothed and tried to save the man, but he sank before the sailor could reach him. "I swam around looking below," said Michael, "but it was like there was no one there."

Meanwhile, Michael's shipmates in *Ledbury* quickly responded to the emergency by launching the ship's inflatable Gemini craft with Navy divers ABs Daisy May and Dickie Dixon embarked. They searched unsuccessfully for the missing man until police divers arrived.

The man's body was recovered from the dock four days later.

In the letter to the Commanding Officer of the First Mine Countermeasures Squadron, Supt D. Warren, Bristol's Central District commander, thanked *Ledbury's* CO, Lt Cdr Anthony Cramp, and his men for their actions.

"Your officers and crew acted with great professionalism and are a credit to the Royal Navy," he said.

Torbay visits Torbay

FOR THE first time in almost a decade, the nuclear submarine HMS *Torbay* has visited her namesake town.

The boat moored just off Brixham breakwater on

September 18-21. Naval recruiting staff were on hand to advise the parties of schoolchildren and Sea Cadets who were welcomed on board.

● HMS *Invisible* 'on watch for Britain' off southern Spain, makes room for the RAF – see page 19.



Odessa steps up links with Ukraine

HMS CAMPBELTOWN was visiting the Black Sea port of Odessa last month, further strengthening the growing warm relationship between the Royal and Ukrainian navies (see also page 19).

This was underlined by the presence on board of the Flag Officer Surface Flotilla, Rear Admiral Peter Franklyn.

He paid calls on the Head of the Odessa Provincial Administration, Ruslan Bodelan; Mayor Edouard Gurvits; Commander Odessa Military District, Col Gen Volodymyr Shkidenko; and the Commander Western Naval Region, Rear Admiral Dmytro Ukrainets.

Joint exercise

Later he flew to Sevastopol to meet the C-in-C Ukrainian Navy, Rear Admiral Mykhaylo Yezhel and talk with officer cadets at the Naval Institute before both joined talks with the defence ministers of the UK, Ukraine and Poland and the opening phase of a joint peace-keeping exercise conducted by airborne units from the three countries.

During her five-day stay in Odessa the ship was visited by the Ukrainian Defence Minister Col Gen Oleksandr Kuzmuk and his Polish and British counterparts, Stanislaw Dobrzanski and George Robertson.

Ukrainian Navy personnel also came on board the Type 22 frigate

to study RN seamanship and damage control techniques and she was open to the public on two afternoons.

A wreath was laid by Admiral Franklyn at the Tomb of the Unknown Sailor in the city immor-

talised in the massacre on the steps sequence in Eisenstein's film *Battleship Potemkin*.

HMS Campbeltown returned to the Mediterranean for NATO exercises and is due back in the UK at the end of this month.

No early move for Mary Rose museum plan

PLANS for a new museum to house the Mary Rose could mean that the timbers of the Tudor warship would have to undergo a massive movement operation.

Development ideas, commissioned from outside consultants by the Mary Rose Trust, include a £28.5 million, Lottery-aided project for a new building to house the historic warship on the Portsmouth Naval Base site currently occupied by an early 20th century boathouse.

Mary Rose Trust spokesman Andy Newman told *Navy News* that the remains of the ship were still undergoing active preserva-

tion and that it could not be moved for five to six years.

Other options involved leaving the ship in the covered dry-dock which it currently occupies and building a new museum around it or on a site close by. He stressed that no decision had yet been made. The Trustees would decide on the preferred option by about Christmas and submit a development plan to the National Lottery Fund by next spring.

IN BRIEF

MARITIME Volunteer Service units at Harwich and Ipswich took part in Marinex97, the five-yearly full exercise of the Harwich Haven Authority major accident plan which had a fire in the P&O ferry *Pride of Suffolk* as its scenario.

AUDLEY Court, the newest residential care facility operated by Combat Stress, the Ex-Services Mental Health Association, has opened in Newport, Shropshire.

NEW headquarters of the Defence Clothing and Textiles Agency was opened at Caversfield, Bicester by the Director General Logistic Support, Maj Gen Martin White.

LORD Mayor of London Sir Roger Clark spent a day at sea in the nuclear submarine HMS *Spartan* during a visit to the Royal Navy at Plymouth.

C-in-C FLEET Admiral Sir Peter Abbott met staff working on the Common New Generation Frigate and the Merlin helicopter while calling at the new Procurement Executive headquarters at Abbey Wood, Bristol.

HMS SULTAN presented Lady Fieldhouse, new president of the King George's Fund for Sailors, SE Hampshire Committee, with £5,000, part of the record-breaking profits from the Gosport establishment's summer show.

TANGMERE Military Aviation Museum has acquired its first helicopter, an ex Fleet Air Arm Westland Whirlwind HAS 57, serial no. XN299 – the last to have a piston engine.



Piped on board

PERSONAL Piper to the Queen Mother Pipe Major Ian King of the London and Scottish Coy, the London Regiment joined the Plymouth Pipe Band on board HMS Argyll during Navy Days – see also page 29).



Drafty... Warfare and Operations



WE'RE 90 PER CENT OF THE WAY THERE!

THE WARFARE DEPT drafters at the Naval Manning Agency in Gosport continue to strive to produce the 'three Rs' of right person, right job and right time.

Of the 9,500 ratings D1 division looks after, more than 90 per cent fit the 3R target and with your help and understanding of the various initiatives being implemented, that percentage could rise still further.

Drafty regularly hears claims from Operations Branch Able Rates that there are no more Leading Hand courses and so it is not worth attempting the PPE.

That is not true, but courses cannot continue for ever. The sooner you pass your PPE, the sooner you will be allocated a place on course.

Did you know that you can still transfer to the Warfare Branch? Details about sideways entry and branch transfer opportunities are issued regularly by CND, the latest signal being NMA Gosport 231305ZJUN97. If you need more information get your Divisional Officer to contact your CND desk officer. The Warfare Branch needs you!

SS(OM) Scheme

In the good old days there was a select band of sailors, who having been recommended, were placed on the fast track promotion ladder to leading hand. A similar scheme is now in force for OMs. Initial selection takes place during parts one, two or three training, but exceptional ratings may be considered during their first sea draft. Full details are in DCI(RN) 48/97.

If you think that you have the ability and potential for early



advancement to LOM do not hesitate, see your Divisional Officer now. DOs, do you have any potential candidates?

RN Form C230

One of the most important tools used by Drafty, irrespective of your rate or branch, is the Drafting Preference Form (Form C230).

This document provides the means by which you, your DO and Head of Department are able to keep NDD informed of your drafting wishes.

On occasions, vital pieces of information are not known by Drafty because you have not advised us of changes to your personal circumstances.

Common examples include changes to family details, passing or upgrading driving examinations, change of home address, preference area changes, volunteering

for LFS and volunteering for sea EOOT or at short notice.

Although you may have correctly updated NOK Form S537 this information does not form part of Drafty's data.

Remember, a C230 remains extant until superseded; when did you last submit or update a Drafting Preference Form?

RN Form C240

Are you looking for a particular course or draft? Then let us know by submitting a C240. When considering your next shore draft you may wish to consult with your Executive Officer or UPO who should hold a copy of the Warfare Drafting Commander's 'Distribution of Shore Jobs and LFS billets.'

This document is issued bi-annually and contains details of shore billets, including LFS. It can-

not say when the billet is available but a telephone call to the appropriate drafting desk from your DO will provide the answer.

Unlike the C230, the C240 has a shelf life of two years so use these forms to your advantage and keep Drafty in the picture. Remember, use the Divisional system in order to keep all interested parties in the loop and don't forget the sell-by dates.

Gapping

This has been a difficult year with respect to WB gapping and a wide range of initiatives have been undertaken in an effort to resolve the problem which is kept under constant review.

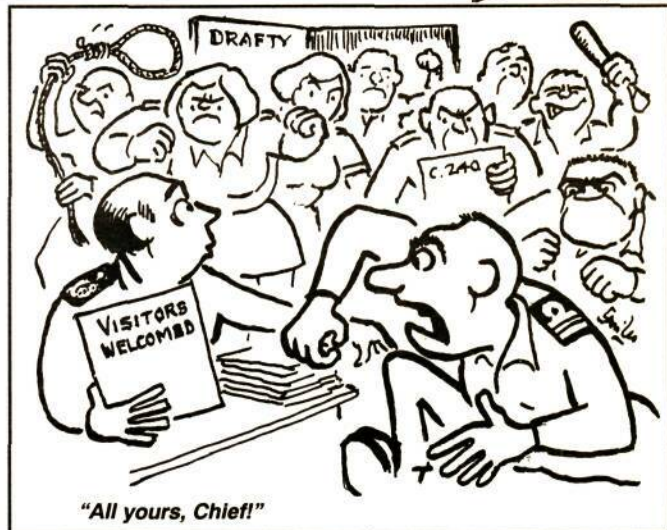
If you wish to remain at sea or would like to be through drafted on completion of your present sea draft you can help the situation. All you do is put pen to paper and let drafty have a C240.

Also, if you wish to extend your engagement your engagement or withdraw your notice, Drafty will be pleased to give your DO advice.

About five months before your ERD, if Drafty cannot identify your relief, he will signal the bad news. The signal has two aims, firstly to alert the ship to the potential problem and secondly to trigger you into submitting a Red Cross Drafting Preference Form (RXDPC). Once received, the RXDPC supersedes the last C230 held on the computer and therefore should be completed in full stating 'none' in the appropriate boxes if no preferences are being expressed.

The Divisional System

Finally, there now follows a party-political broadcast from your kind hearted, caring and understanding drafting staff...



"Although we love to receive your signals and faxes, it would help immensely if only DOs or Divisional Co-ordinators establish communication by telephone. On average, more than 1,000 telephone calls are logged to the directorate each week.

"Visits to the Warfare Department in Centurion Building are always most welcome, but in order to gain maximum benefit they are best undertaken by Co-ordinators, Divisional Officers or Heads of Departments."

Warfare and Operations Drafting Directorate

D1	Warfare, Ops & WE Drafting Commander	Cdr S Haill	2494
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AD2	Correspondence	Mrs S Chumbley	2497
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D1B	Drafting Officer (UW) (S)	Lt Cdr D R Long	2454
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Oil painting commemorates fierce attack on Foylebank

WHEN 20 Stuka Dive Bombers attacked HMS Foylebank in Portland Harbour the battle was short, bloody and fierce.

There were many dead and wounded on the upper deck but hardly any survivors from below. Of her complement of 292, 72 were killed including half of the 28 officers. Almost a third of the 220 survivors were wounded.

To mark the bravery of the ship's company on the morning of July 4, 1940, the HMS Foylebank Association has commissioned a painting of the action.

Despite appalling damage and carnage, the men on the 5,500 ton auxiliary anti-aircraft ship fought back with eight 4in high angle guns mounted in four turrets, two four-barrelled 20mm pom-pom guns and two multiple 0.5in machine guns.

Early on, bombs destroyed the electricity supply and the main armament had to be fired manually using ammunition from the ready-use lockers on the gun decks.

The pom poms and machine guns came under the some of the heaviest fire but continued to engage the attackers until they withdrew.



LS Jack Mantle of Southampton showed outstanding courage and continued to fire the starboard pom pom as several of his gun crew were killed. His leg was shattered by a bomb but he kept on firing even though he was

grievously wounded again only minutes later. His courage bore him up until the end of the fight when he fell by his gun.

He was posthumously awarded a VC.

Two other men, LS Thomas Cousins and LS George Gould

received the DSM.

Both were gunners manning the ship's close range weapons.

● Above: LS Jack Mantle depicted in action on HMS Foylebank by Major BV Wynn-Werninck.



Victorious gets it all together

Putting a powerful nuclear submarine together is like taking on a rather complex jigsaw puzzle.

In July 1986 a piece of steel was cut and rolled to a radius of 21ft – and so 16,000-tonne Trident submarine HMS Victorious was born.

That first piece of steel, part of the pressure hull, now lies buried within sub unit 10.9, somewhere in the boat's missile compartment.

Early phases of building saw the assembly of elements of the pressure hull, bulkheads, decks and other steelwork – Victorious at that stage was a collection of 47 sub units, including the dome bulkheads which cap the ends of the pressure hull envelope.

These units, at an average weight of 65 tonnes, were fitted together and welded to produce 17 major hull units, some of over 200 tonnes.

These major units were married up at VSEL Barrow with other elements – including the aft end construction and main machinery space, at over 1,000 tonnes – which were shipped in by sea from Cammell Lairds and Motherwell Bridge Fabricators.

On December 4, 1987, sub unit 8.2 – part of the control room – was lowered on to the South Build Line in the Devonshire Dock Hall, effectively marking the laying of the keel.

Next came the outfit phase, when construction of the hull and most of the fittings were carried out simultaneously.

Nearly 900 deck, pipe and machinery modules were built off the boat, and fitted through the open ends of the main hull units before the hull was finally closed up and welded together.

This reduced the amount of work which needed to be carried out in cramped spaces in the hull, but put greater emphasis on the detailed planning and project management.

By the end of 1989 the third phase – construction – was well under way, with missile tubes and reactor components having been slipped into place, and by March 1990 around 90 per cent of the

pressure hull was complete, with just the main machinery space to close.

With the boat still in two pieces, final installation of pipes and cables was begun – by the time the submarine was ready for sea she would contain 25,000 pipes, 13,000 main power cables and 3,000 secondary cables.

Peak manning was attained during 1992, when more than 1,300 technicians and workers were involved in the build. The missile inner launch tubes were fitted, and work continued on the fitting of the 84,000 acoustic rubber tiles which cover the hull of Victorious.

With the reactor core shipped in June 1993, the boat was ready for launch by Lady Newman on September 29, 1993, when Victorious was moved out on to the ship lift to be lowered into the water for the first time.

She was dived in the basin at Barrow to periscope depth for the first time on January 7, 1994, to check her watertight integrity and trim and stability, and she then embarked on an intensive period of contractor's trials.

Her reactor was activated for the first time at the end of March 1994, and shortly after, the missile tubes were successfully tested. A deep dive and good machinery performance caused a good deal of pride in VSEL staff, contractors and RN staff involved in the build.

Victorious commissioned on January 7, 1995, and her alternating crews of 135 each have now slotted into the secret patrols which make her Trident missiles such a potent deterrent.

When carried these solid-fuel missiles, some 55 tonnes each and 40ft in length, sit in tubes 7ft wide and extending through the four decks of the boat. The tubes are capped with a six-tonne muzzle hatch.

Whenever missile are embarked the nerve centre – the missile control compartment – becomes a classified area with much restricted access. The same applies to the navigation centre, so that the submarine's position, which can be plotted with pinpoint accuracy, is known to as few personnel as possible.



● Guarding Britain – ballistic missile nuclear submarine HMS Victorious.

BATTLE HONOURS

RIVOLI	1812
BISMARCK	1941
NORWAY	1941-42
ARCTIC	1941-42
BISCAY	1942
NORTH AFRICA	1942
MALTA CONVOYS	1942
SABANG	1944
PALEMBANG	1945
OKINAWA	1945
JAPAN	1945

Doughty fighters

FOUR ships bore the name HMS Victorious before the submarine, sharing 11 Battle Honours.

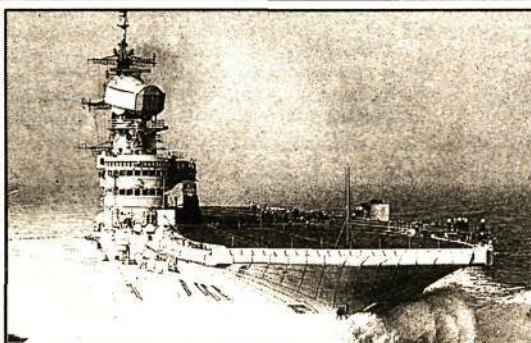
The first two were 74-gun, two-deck third-rate ships, the first being launched in 1785 at Blackwall.

She was involved in operations off South Africa in 1795, and spent the rest of her career in the East Indies, being condemned and broken up in Lisbon in 1803 and on her way back to the UK.

The second was launched at Bucklers Hard in October 1808, and gained the first Battle Honour in 1812 in the Adriatic when she pounded French ship Rivoli into submission.

After refit, she blockaded American ports, then spent 40 years as a floating barracks and depot in Portsmouth.

The third Victorious was a 15,000 ton battleship of the



● War veteran – HMS Victorious pictured in 1958.

Majestic class, launched at Chatham in 1894.

She served with the Channel, Mediterranean and Home Fleets, and on the China Station; war service was low-key, and after years as a depot ship she was sold in 1923.

The fourth ship, the third 23,000-ton illustrious-class armoured Fleet carrier, launched in 1939 on Tyneside, played a key role in the sinking of the Bismarck, as her aircraft

caused a fuel link in the German ship, obliging her to turn towards the forces which later sank her.

The carrier, which served for 32 years, spent the early war on Russian convoy duties and attacking Norwegian bases.

She also escorted the famous Maltese Pedestal convoy, and in 1943 switched to the Pacific, but by 1944 was back with the Home Fleet and her aircraft took part in the action against the Tirpitz. She then saw out the war in the Pacific, proving the wisdom of British armoured carriers when attacked by Kamikaze raiders – American wooden-deck ships were out of action for months.

In the 1950s she was virtually rebuilt with a fully-angled flight deck, and in 1969 she was towed to be scrapped at Faslane – ironically the home base of her successor.

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JACK

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I SHOULD HAVE WRITTEN DAYS
AGO - I OWE HER THREE
LETTERS....

WHAT'S SHE
LIKE?

NOT MUCH OF A PAL
IF YOU'VE GOTTA
KEEP WRITIN'
BACK.



Letters

With Nelson at Tenerife

I WAS most interested to read last month's article on HMS Grafton's visit to Tenerife to mark the 200th anniversary of Nelson's unsuccessful attack on Santa Cruz.

My great-great-grandfather, Robert Francis Simpson, was a Warrant Officer serving in HMS Theseus and was in charge of the boat or boats landing the storming party from the ship.

When Nelson came down to the boats wounded, it fell to Simpson to take him off to the Fleet, the Admiral resting on my ancestor's arm as he got into the boat.

Simpson took part in many engagements during his service in the Royal Navy, including the Nile, after which he was in charge of Aboukir Island for a time; the relief of Acre on the Syrian coast; and the blockade of Toulon and other French ports in the Mediterranean. — C. S. P. Sherwood, Sevenoaks.

IN VIEW of your coverage of Nelson at Santa Cruz, I would like to recommend a visit to the Nelson Museum at Monmouth.

A Welsh market town 20 miles inland may seem an unusual site for a memorial to Britain's greatest sailor, but it was the lifelong enthusiasm of Lady Llangatloc to create such a collection.

The museum houses the most impressive artefacts, including a collection of fake items bought by gullible enthusiasts. These include Nelson's supposed glass eye!

As your article makes clear, he lost the sight of the eye, but did not require an artificial replacement. — R. Bowen, Blaenavon, Torfaen.

Secrets of a flag of courage

I WAS passed a copy of your July edition – the first one I have seen since I left the Navy in the Sixties – and noted some correspondence about concealed wartime flags.

We still have at home a very tatty old Union flag which family tradition says was the first one to be flown in Japan after the surrender at the end of World War II.

My father, John A. Page, was captured in Hong Kong in 1941 and spent his war as a prisoner in various camps and hospitals after the inevitable stay in Stanley Gaol.

He survived the war to live another 45 years and retire as a Surgeon Captain. His medical records – pencilled lists of treatment and recovery and sickness and death of British, Dutch, Americans, New Zealanders, Canadians and others – are on display at the Wellcome Institute in London.

One of his many strengths seems to have been a detailed familiarity with wild plants and their medicinal and other properties, as many of his fellow prisoner patients learned to their benefit.

One of those properties is their ability to be used as a source of natural dyes, and the story goes that in the camp in which he was serving at the end (Kobe? Amagasaki?) the prisoners cobbled together a Union flag, correctly coloured, and kept it concealed, breaking it out on VJ Day. I have sought to corroborate this

tale – and indeed did a few years ago find one American ex-POW (another doctor) in New York who I hoped would confirm it, but he had no recollection.

I would be interested if any of your readers who were POWs in Japan have any memories of this. If so, then this flag, which was for a while displayed in the naval chapel in Singapore while my father was serving there in the Sixties, belongs somewhere more visible than on a shelf in the back of the garage. — C.J.A. Page, South Norwalk, Connecticut, USA.

Cutback in cutaway

IF THERE is a small prize for spotting an omission or error (say a four-week holiday for two in the Bahamas) then I hope to have won it.

In the cutaway of the Type 23 published in the September issue there is no accommodation for the Junior Rates. Are they all on the port side? Has lean manning gone so far that the sailors have to find a space wherever they can? — Cdr H.L. Foxworthy, Forfar.

Sorry, the omission was deliberate! The trouble with the way this sort of drawing is presented is that you cannot expose every part of the hull's contents, so that a number of compartments had to be left out. — Ed.

Lighter touch

YOUR picture of an American blimp (November issue) reminded me of the time I was serving in HMS Stonecrop doing anti-submarine patrols in the Straits of Gibraltar with the River class frigates Ayr and Odzani.

This was in spring and early summer of 1944 and we were frequently working with two US blimps who flew in tandem with the sonar on a long cable just above the surface.

When they got a ping the leading blimp dropped a smoke flare, then the following one did the same as it made contact and by following the line of flares our corvette made contact with a sub.

Other vessels attacked it and it was reported sunk. — H.N. Eager, Newtownards, Co Down.

Thumbnail sketch of a hardy soul

THE ARTICLE 'New stone for a humble hero of the Redan' (September issue) states that only one man, Michael Hardy, a Royal Marine, managed to penetrate the upper glacis, but was killed.

Actually he was a matelot, not a marine, a fact made apparent by General Sir Evelyn Wood in his memoir of the Crimea. Wood was then serving as a midshipman with the Naval Brigade and describes an earlier instance of Hardy's valour which he witnessed while observing the fall of shot during the bombardment of the Redan.

"It was important to observe exactly the first impact of each shot, which, with a steady platform for the telescope, I was able to effect, calling out 'Good! Ten yards to the right' or 'Twenty yards short' as the projectiles struck the parapet or ground.

"I was resting my left hand with the telescope on the 8-inch gun and was steadying my right hand on the shoulder of Charles – 1st class boy, while I checked the practice of the centre and right-hand gun, when a man handed round the grog for the gun's crew then out of action.

"The boy asked me to move my elbow while he drank his grog, so that he might not shake me, and on receiving the pannikin he stood up, and was in the act of drinking when a shot from the Redan, coming obliquely across us, took off his head, the body falling on my feet.

"At this moment, Michael Hardy, having just fired his gun, was 'serving the vent'. This consists of stopping all current of air from the gun which, if allowed to pass up the vent, would cause any sparks remaining after the explosion to ignite the fresh cartridge.

"Hardy, like the rest of the gun's crew, had turned up his sleeves and trousers as high as he could get them; his sailor's shirt was open low on the neck and chest. His face, neck and clothes were covered with the contents of the boy's head; to lift the thumb from the vent might occasion the death of Nos 3 and 4, the Loader and Sponger, who were then 'ramming home'; but he never flinched.

"Without moving his right thumb from the vent, with the left hand he wiped the boy's brains from his face and eyes as he looked round on us. Those sitting near me were speechless, startled, as indeed was I, for the boy was a shipmate, and I had felt the wind of the shot, which passed within six inches of my face, when we were awakened to a sense of the situation by Hardy's somewhat contemptuous exhortation as he thus addressed the men:

"You – fools, what the hell are you looking at? Is the man dead, take his carcass away; isn't he dead, take him to the doctor. Jim, are you home? – this was said to the Loader, who was in the act of

giving the final tap on ramming home the fresh charge, and on getting the answer "Yes", without bestowing another look at us, Hardy gave the order to his gun's crew, 'Run out, Ready'.

"I saw a great deal of Hardy after this episode, for always going to battery together, he carried down my blanket and tea-bottle, receiving my allowance of rum for his services.

"He was in many ways a remarkable man, for, having been previously stationed on shore for a little time in Eupatoria, he collected, doubtless by questionable means, some ponies, which he used to let out on hire to the officers of the fleet for a ride.

"Brave beyond description, he was an excellent sailor in all respects when kept away from drink, but any excess rendered him unmanageable...."

A very large proportion of the fighting done by the Royal Navy of the Victorian era was done ashore by the Naval Brigades, a marvellous story of heroism, stoic endurance and, as might be expected of the RN, humour. Sadly there is, as far as I know, no book which tells their story in its entirety. — R.F. Eggleton, Weymouth.

All in a name

IN 1940 the cruiser HMS Ajax was given the unique honour of having a new town in Ontario, Canada named after her, in token of the part she played in the Battle of the River Plate.

Further to this, all the streets in the town, which now has some 60,000 inhabitants, were named for officers and crew serving in the ship at that time.

The town prospers and grows rapidly and the list of crew members awaiting new streets being built has grown very short.

In view of this, the list may well be extended to include names of any man who served at any time in HMS Ajax during the 13 years she was in commission.

The Mayor of Ajax, Ontario has asked us to try and find as many of these men as possible as the Admiralty has told him crew lists are no longer available.

We would need to have some proof of service – a photocopy of the Service Sheet would be sufficient – before their names are forwarded to the Mayor's office in Harwood Avenue (named after our Commodore). — G. Deacon, HMS Ajax and River Plate Association, 46 Channel View Rd, Eastbourne.

Train took the strain for Capetown

SIXTY years ago this month occurred the epic train journey from Hankow in North China to Hong Kong of 12 officers and 210 men evacuated from HMS Capetown during the Sino-Japanese conflict.

The Capetown was due to take up a winter deployment at Hankow, the most northern navigable place on the Yangtze Kiang River where a cruiser could berth.

So it was that the train 'HMS Capetown II' was launched with lemonade at Wuchang Station, arrayed with the Union Flag (for aircraft recognition), a White Ensign and a commissioning pennant.

The train was infested with bugs – sitting on your bunk or standing in the corridor playing cockroach races was the choice.

There were reports of bombings up and down the line and we saw some at close quarters, transferring to another train 60 miles from Canton. It took us four days to reach the terminal at Kowloon. — D.W. Large, Manadon.

● Right: members of HMS Capetown's ship's company cross the Yangtze Kiang from Hankow to Wuchang.



No.519 44th year

Editorial and Business address: Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway

Deputy Editor: Anton Hanney

Assistant Editors: Dominic Blake and Mike Gray

Business Manager: Anne Driver

TELEPHONES

Editorial: 01705-294228/724163 Fax: 01705 838845

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Advertising: 01705 725062

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Playing anthems for every occasion

REGARDING the article on Volunteer Bands (August issue), as a pre-war Chatham rating we had, in addition to two Royal Marine bands (one in the old Brompton barracks), two 'ratings bands'.

One was a drum and fife band of the Artificers Apprentices and the other a Seamen's band. In contrast to the present day volunteer bands, all this band were dressed as seamen. Chiefs and POs wore this rig, but always had POs badges plus GC badges.

I met up again with a post-war Seamen's band when I joined the cruiser Phoebe in 1949. This was the subject of a previous *Navy News* article and I recall in Trieste they played about five national anthems at Colours for foreign warships who were there at the same time. — J.Sharpe, Maidstone.

I WAS sorry to find no mention of the Victory Blue Jacket Band in August's feature.

I served in this band between 1948-55. We represented the Navy and our country on many occasions. We were at the funeral of King Gustav of Sweden and we opened the Festival of Britain and the Royal Tournament on at least six occasions.

I myself was an amateur, but most bandsmen were very experienced, being ex colliery or Salvation Army bandsmen. Our Bandmaster, Mr Harrison, who lived in Portsmouth, was an ex-Royal Marine bandmaster and our training was very strict. — W.Garrett, High Wycombe.

● Freezing weather for the Victory Blue Jacket Band, in Stockholm for the funeral of King Gustav, 1950.



'No foundation' to Dasher mystery, says survivor

THERE have been so many rumours and so much speculation regarding the loss of HMS Dasher which have no foundation whatsoever.

I was the only Seaman Petty Officer Leading Torpedoman to survive and was ordered before the court of inquiry held on board our sister ship HMS Archer at Greenock.

It found that the cause was an explosion during refuelling, either by a lighted cigarette dropped through a fan shaft into the refuelling space from the Fleet Air Arm messdeck or through an electrical fault while refuelling Swordfish aircraft.

All American Lease Lend carriers then had their refuelling systems changed and brought up to British standards; our tragic loss no doubt saved many lives in other carriers of that class.

No aircraft crashed into Dasher — we had completed flying training and aircrews stood down at 1630. Off duty crew were sent below to change ready for one watch shore leave on our arrival at Greenock. — J.R.Gray, Margate.

I READ with interest the report of the fate of HMS Dasher in your July edition. In March 1943 I was serving in HMS Archer, anchored in the Clyde, and on one Saturday, I think it was, went ashore with some mates.

Walking along Largs seafront we saw a huge pall of smoke behind a hill. On return on board we were told it was our sister ship HMS Avenger that had blown up with the loss of about 400 crew.

The previous Wednesday there had been a big raid on Glasgow with stiff opposition from our

defence forces and we were told the Germans had sown some magnetic mines in the river, which caused this disaster — or was that a piece of Ministry misinformation, I wonder? — H.A.Gravett, Eastbourne.

Free for the few

AS A Naval photographer having recently joined HQ C-in-C Fleet where there is a great emphasis on 'joint' matters, I have developed a keen interest in the role of the Army and the RAF.

This resulted in my deciding to take a trip to the RAF Museum at Hendon, just a few junctions away off the M25. I was most surprised and disappointed to find that while serving members of the RAF get in free, the other services have to pay.

What made this particularly galling was the fact that I had just recommended a friend of mine, a sergeant in the RAF, to visit the Royal Naval Museum, the Submarine Museum and HMS Victory. He got in free to all three on production of his ID card and was suitably impressed.

Is it not time, in the current climate of tri-service co-operation, that the RAF Museum changed its policy to accommodate a joint service attitude? — PO P.Everitt, HQ C-in-C Fleet, Northwood.

Navy News has confirmed that there is free entry for all serving personnel to the RN and Submarine Museums and to HMS Victory — and to the Royal Marines Museum as well. The National Army Museum makes no entry charge at all — but the Fleet Air Arm Museum also charges the full price to Army and RAF personnel. Serving RN people pay £1.50 for up to three adults, no charge for children.

Special thanks

ON BEHALF of Special Olympics thank you very much indeed for the wonderful outing you provided our members.

It was just what was needed, as one of our parents said on television when asked what she was going to do next week after the Games: "Things will be very flat but we can look forward to the outing to the Royal Tournament courtesy of *Navy News* and that will help lift us all back again." It certainly did!

The whole of the Special Olympic movement has much to thank the Navy for the role it played in the National Games. I don't think we have ever had such support in the past. Thanks for the financial support from establishments, for providing accommodation and sports facilities, cadets and marshalls for the opening ceremony — and the Royal Marines Band as well. — C.Jones, Sports Director, Special Olympics South East Hampshire.

The big idea:

Dave

Claire can't believe it! She's finally living in a house we can decorate! We bought it from Annington Homes, the company which is selling former MOD properties. And with my service and base discounts the price was unbelievable!

I've been given a bit of grief about my technique with a paint roller (apparently I'm slow). Still, the house is looking brilliant, and we're not arguing too much.

Anyway, you and Sue must drop by soon and check out my handiwork (map enclosed). I might even be allowed to slip out for a couple of swift pints!

Regards,
Steve



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● Jamie Salmon on parade.

Youngest recruit?

A JUNIOR member of the Sea Cadets almost upstaged his older colleagues at the Navy Days tattoo in Devonport.

Jamie Salmon's mum and dad, Sara and Jon, helped train the Sea Cadets' massed band for the shows, and two-year-old Jamie was keen to play a minor role.

But when he took to the field in front of the VIPs at the evening tattoo, he changed his mind.

"When he heard the crowd and realised everyone was watching him, he thought 'I'm having some of that,'" said Sara, who with Jon helps train the TS Cossack unit in Crawley, the 1996 national champions.

"He was supposed to march off with the band, but ended up marching up and down on his own."

TWO sailors on the Ocean Wave deployment had particularly good reasons for returning home.

There on the quayside on their return were gleaming new cars – one a prize, the other a present.

MEM Barry Monk became the owner of a gleaming new Rover 416Si thanks to the grand prize draw held on board HMS Fearless and backed by car firm SCE Ltd.

Barry (26), from North London, bought 40 £1 tickets.

"I was down in the mess watching a film when they did the draw on the flight deck," said Barry.

"Three people came down to tell me I had won the car, but I told them to get lost because I was watching a film – I just didn't believe them."

He eventually checked on the flight deck, and found it was true.

Only one problem remained.

"I was over the moon when I found I had won, even though I don't actually drive," he said.

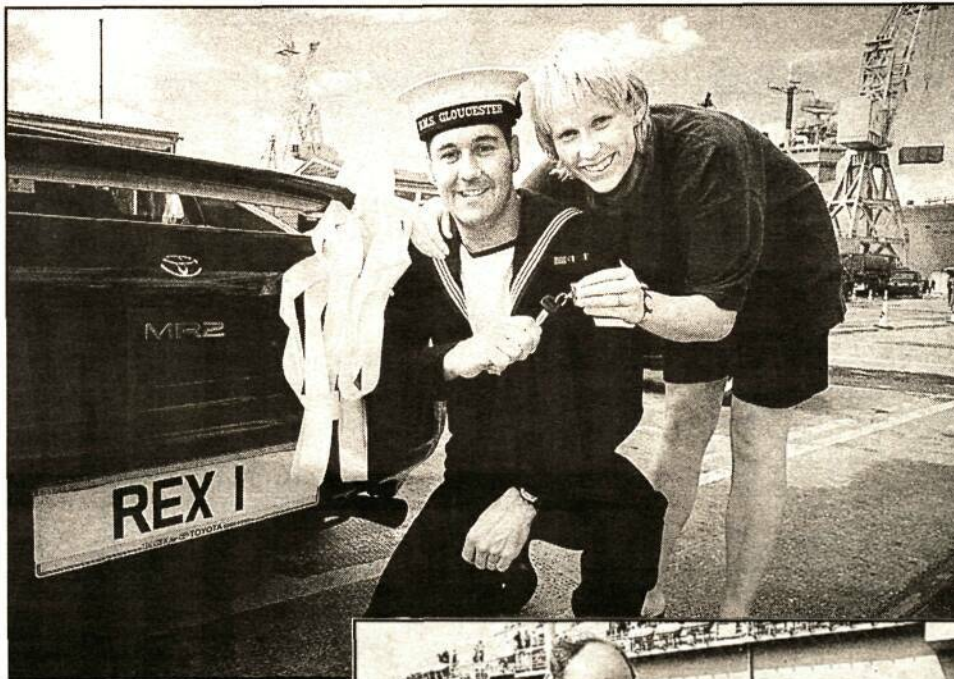
"They were very good about it – they sold it and gave the proceeds to me. It will come in useful because it's house purchase time."

"Perhaps in another year or so I might think about learning to drive."

The prize was provided by SCE Ltd, who specialise in providing vehicles to Royal Navy personnel at concessionary terms – tax free and UK tax paid.

Meanwhile, HMS Gloucester's PTI Pete Staples had a little surprise waiting for him at Portsmouth when the ship arrived back in Portsmouth at the end of a long deployment.

Pete had got married to



● Gift-wrapped – PTI Pete Staples with his new car, thanks to his wife Michelle.

Michelle while they were out in New Zealand, but wasn't expecting any late wedding presents.

"Michelle kept checking the papers, and bought a car a week before Pete got home," said friend Mrs Mo Pennicott.

"She drove it for a day then hid it away behind her house to make sure no one found out about it."

While Pete gets to know his new MR2, Michelle, a nanny in Hampshire, will continue in a more modest vehicle – the Fiat Cinquecento which comes with her job.

● Key moment – Colin Clubley of SCE hands over the Rover's keys to winner MEM Barry Monk of HMS Fearless.



Running on top of the world

A RETIRED Naval officer has been selected to run in one of the world's most testing marathons.

Cdr Giles Fletcher is one of only 65 non-Nepalese runners chosen to trek 100 miles in 16 days to reach the starting line, on a glacier 17,000ft up Everest.

One consolation for Giles will be the presence of his wife Wenna, a teacher, chosen as one of the paramedic back-up team.

Giles has been pounding the streets around his home at Alresford in Hampshire, and in the Welsh mountains, in preparation for the November race, which could raise £50,000 for charities in Nepal – one of the five poorest countries in the world.

The race will take the "grey-bearded, back-packed veteran in the faded RNAC vest" the standard distance of just over 26 miles – but on a demanding course.

"The going is on ice, snow, rough tracks or open mountain-side, there are two horrendously steep uphill sections, several three-wire suspension bridges, and all at a level where there is only 50 per cent of the oxygen at sea level," said Giles, a submariner who served in HMS Rorqual, Resolution and Courageous, HMS Sultan and RNC Greenwich.

At dawn on the day of the race the temperature is likely to be below minus 15C, but by midday it could rise above 20C.

The record time is a shade under four hours, but Giles (60), said he "will be content with finishing before the pubs shut."

He also hopes to set another record of sorts – he used to take his oboe to sea and has "played it deeper". He will now take it up to 5,500m for a quick recital.

Giles and Wenna have already raised almost £1,500, and would welcome more support. He can be contacted at Wayside Cottage, Soames Lane, Ropley, Alresford, Hants SO24 0ER.

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A PTI at HMS Raleigh has been rewarded for helping London youngsters.

WO Mickey Shone was given the Metropolitan Police Superintendents' Commendation for helping organise training weeks at Torpoint for children from Wandsworth, including sailing and trekking across the moors.



● WO Mickey Shone receives his commendation from Sgt Richard Martin.

● Water sport – Royal Navy, Army and Royal Air Force personnel and their families battle it out in the British Community raft race in Nisida Harbour in Naples. The race, outside the NATO NAVSOUTH building, is a chance for personnel to cool off in the hot Italian summer – and a source of puzzlement to NATO colleagues.

Day at sea for fathers and sons

SHIP'S CO David Turner bridged the generation gap when he invited his father and son to spend a day on board the Royal Navy minehunter HMS Cromer.

Lt Cdr Turner organised the family day to give his 70-year-old father Ronald, a former Navy man, and 11-year-old son Harry a chance to experience life on a ship.

Ronald, from Halifax – who served on aircraft carriers during the Second World War and at one time was based in Hong Kong – said he was surprised to see how much life at sea had changed over the years.

Harry, a pupil at Dollar Academy in Scotland, was

just keen to learn all about Dad's job.

"It was a great opportunity to bring three generations together and give them a chance to see what life is like in today's Royal Navy," said Lt Cdr Turner, who took command of the Clyde-based ship in June after three years serving in Saudi Arabia.

Ronald took the opportunity to join the ship's company for three nights as they sailed to Plymouth.

HMS Cromer was due to leave last month for a deployment in the Baltic.

Lt Cdr Turner, a native of Halifax, joined the Royal Navy in 1974 and now lives in Scotland with his wife Yvonne, son Harry and eight-year-old daughter Jenni.



● Family day – Lt Cdr David Turner with son Harry and father Ronald.

People in the News



● **Magic trip** – Paul Daniels sits in a Sea Harrier of 801 Naval Air Squadron on board HMS Illustrious in the Suez Canal. Paul and his wife, Debbie McGee, had flown out to Egypt to perform two shows to the ship's company while the carrier was anchored in the Red Sea. The Combined Services Entertainment party, which also featured comedy showband Triple Cream, sailed with Illustrious to the Mediterranean, where they transferred by Lynx to HMS Gloucester, performing on the flight deck, then on to HMS Beaver, off Crete, for another show. After returning to Illustrious, on the final leg of Ocean Wave, the party disembarked in Malta.



● **LOM Dameon Schofield.**

NVQ for Grafton sailor

A SAILOR from HMS Grafton has become the first RN communicator to be awarded an NVQ by the telecommunications award body.

LOM Dameon Schofield (26) gained a National Vocational Qualification Level 3 in operating and maintaining the performance of telecommunications equipment (OTE3).

Dameon studied for the qualification during his communications course at HMS Collingwood, the Navy's Weapon Engineering and Communications Training establishment at Fareham, Hampshire.

He joined the Navy in 1988 in Birmingham "to see the world", and is now married to Donna and has two young children. The family lives in Hampshire.

The NVQ was awarded by the Telecommunications Vocational Standards Council.



● **Just passing through** – Dave Berry prepares for take-off at Portland in his Bucker Jungmann.

Picture: Steve Belasco, Dorset Evening Echo

Rare aircraft calls at Osprey

A FORMER Navy pilot made a surprise visit to HMS Osprey when the weather forced a change of plans.

Dave Berry, an ex-RN officer who flew Buccaneer jets, had planned to fly his Bucker Jungmann biplane from Sussex to RN air station Culdrose for the Air Days.

But at Exeter he learned that the weather at Culdrose was very

poor, and decided to return to Sheffield Park, north of Brighton.

But as the weather deteriorated, he elected to make a precautionary landing at Portland, where he remained for five days.

"I was delighted to arrive at Portland air station – the weather was really murky and my aircraft is not equipped to fly in cloud," said Dave.

The plane, built under licence

in Spain in 1954, was one of about 500 used as a primary aircraft trainer by the Spanish air force.

The model remained in service until 1960.

Micky Brock, spokesman for HMS Osprey, said: "It was a good thing that Dave was not in a Buccaneer, as their landing speed is 165mph, which is a touch high to carry out a successful landing at Portland."

Sports meeting

A SPORTING finale to the Ocean Wave deployment brought together two brothers with the same name.

Teams from HMS Illustrious, Beaver, Richmond and Gloucester, and RFA Olna, competed in an olympiad which was won by the carrier.

The olympiad pitted POPT Nick Carter of HMS Beaver against his brother, Lt 'Nick'

Carter, the carrier's Catering Officer who doubles as ship's Sports Officer.

The brothers previously met up on long-distance deployments in 1984, when they served together in HMS Torquay in the West Indies, and in 1985, again in the Caribbean, when HMS Diomedé escorted the Royal Yacht.

A third Carter brother is also a Navy man, in the Submarine Service.



● **Nick Nick** – POPT Carter (left) and brother Lt Carter



● **Reunited** – LAEM Ritchie Greengrow of 846 NAS is back with his wife Chris and son Nathan.

'Junglies' return

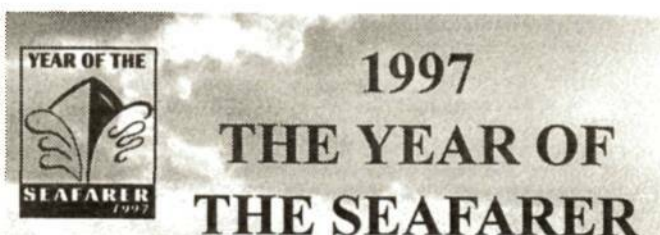
THREE Sea King helicopters and 30 members of 846 Naval Air Squadron have returned to RN air station Yeovilton after a six-month deployment in the Far East.

The squadron has been taking part in multi-national exercises as part of Ocean Wave, working with the armed forces of Brunei, Singapore, Malaysia and the Philippines, among others.

Aircraft of 846 and 848 Sqdns

were familiar sights in the jungles of Brunei in the late 1950s and early 1960s when they helped counter the threat of Communists, earning the Commando squadrons the still-current Junglies nickname.

The squadron also helped with air movements for the contingency force anchored off-shore during the handover of Hong Kong in June.



YESTERDAY TODAY TOMORROW
OUR SURVIVAL DEPENDS ON OUR SEAFARERS

The Year of the Seafarer is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

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Last floating dock for sale

THE NAVY is hoping to sell one of its larger sea-going units – one that sinks on a regular basis, writes Mike Gray.

Admiralty Floating Dock number 60, known affectionately as AFD60, has been a landmark on the Gareloch at Clyde Naval Base for more than 30 years.

But now it is no longer required for its primary role of docking nuclear submarines, it is expected to be put up for sale soon, and should leave its home in March next year.

AFD60 is the last remaining floating dock operated by the Royal Navy, and was completed in Portsmouth in 1966 – exactly 100 years after the first such dock was designed for the Navy in North Woolwich, and around 200 years after the concept of the floating dock was first tested.

That first Navy dock was towed to

Bermuda, where it was replaced in 1906 by AFD1. The principles are still the same – the trough-shaped dock is flooded to a depth of up to 35ft, allowing it to settle until the customer can be brought in.

Once the vessel is in place – and AFD60 could cope with ships of up to 9,000 tons – the dock is refloated, leaving the vessel high and dry.

Many floating docks were built during the world wars, as they proved more useful than traditional, fixed, graving docks, and the numbers AFD1 to 100 were swiftly allocated, though not all were actually built.

A number are still in service with foreign agencies and companies around the world.

Museum

The current AFD60 is the second to be allocated the number – the first was cancelled in 1945 – and she is something of a museum for her kind, as memorabilia collected on board includes AFD dockings back to the 1920s and the original sailing orders for AFD2 in 1920.

AFD60 cost £4 million, and was towed to Faslane where she started work in 1967, having been designed specifically for Polaris submarines.

In the intervening 30 years she has welcomed 629 'customers', including a variety of nuclear boats, surface warships, including the frigate HMS Ariadne, diesel-electric submarines, foreign submarines and Royal Maritime Auxiliary Service craft, for maintenance periods and examination of grounding damage.

Apart from a three-month refit just across the Clyde in Greenock in 1977, AFD60 has been on station for the full 30 years.

Staffing shrank over the years, particularly with the arrival of the shiplift, which has superseded the floating dock. There are still two officers – Dockmaster, Lt Cdr David Griffiths, and his deputy, Lt Cdr Jon Merritt, and two departments headed by Charge Chiefs.

As well as technical and seaman ratings for maintenance work, there are civilian crane drivers and valve-house watchkeepers, so a docking operation involved RN personnel, civil servants and civilian contractors.

For almost ten months over the past year or so, AFD60 was occupied by a nuclear submarine – the last being Devonport-based HMS Talent, which undocked in the late summer.

● HMS Talent, the last submarine to be undocked from the Navy's last floating dock – AFD60 at Faslane.
Picture: LW(PHOT) Jane Gregory.

Big switch for Forces radio

NEW STUDIOS have been opened by the British Forces Broadcasting Service at the Chalfont Grove premises in Buckinghamshire of the Services Sound and Vision Corporation.

The official switch-on of the new station was performed by Armed Forces Minister Dr John Reid on September 24, marking the end of 12 years of BFBS broadcasting from Paddington.

Also attending the opening were DJs John Peel and Richard Allinson.

The SSVC is providing the BFBS service as part of a five-year contract, and decided on the move to Chalfont Grove, near Gerrards Cross, to unite all its broadcasting services under one roof.

The six new purpose-built studio scoot over £1 million to build. BFBS Director, Peter McDonagh, said: "In order to stay ahead of technology and provide the best possible service to the Forces, we have invested in the best state-of-the-art equipment."

Over 5,000 discs have been recorded on to the new station's hard-drive – one of the largest selections of records of any radio

station in the world. "We're always keen to respond to our listeners' music tastes," said Mr McDonagh. "Now they'll have virtually any record at the instant touch of a button."

New stealth ship design

SHIPBUILDERS Vosper Thornycroft have unveiled an updated design of their Sea Wraith warship.

Vosper say Sea Wraith II is the result of further research and development following the company's first radical stealth design of almost a year ago.

The re-worked design, although basically similar to the first is of a bigger and more capable warship – 135m long with a flight deck, hangar and more powerful armament, but retaining many of the original, innovative features.

Get Wise on DCIs

Warning over 'fuel efficiency' products

MEMBERS of the Armed Forces are being warned not to undertake unsponsored trials with materials or equipment which are claimed by their makers to improve vehicle fuel efficiency.

Fire safety certificates for ships

FIRE SAFETY certification has been introduced for ships, submarines and floating structures operated by the Ministry of Defence.

A policy guidance document on the subject was issued by the Ships Support Agency in July. However, introduction of fire safety certification does not preclude the need to obtain Maritime Safety Agency fire safety certificates for vessels certified by maritime regulating authorities.

MOD certificates will be complementary to MSA certificates, covering any aspects not covered by the MSA documents.

DCI GEN 209/97

Farewell ceremony

THE decommissioning of 706 Naval Air Squadron will be marked on February 27 by a ceremony at RN air station Culdrose. Guest of honour will be Flag Officer Naval Aviation, Rear Admiral Terry Loughran.

On the previous evening a decommissioning party will be held at an hotel. The event will be open to past and present members of the squadron irrespective of rank. A maximum of 500 can be accepted at a cost of £10 per head.

DCI RN 122

The products tend to be marketed with exaggerated and technically unsubstantiated claims as to their efficiency, and come in various forms, including liquids, metal alloys, magnets, and oil filtering, heating and testing devices.

Typical claims made are that they reduce gas emissions, improve fuel economy, extend oil change frequency, reduce wear, or allow vehicles which use leaded petrol to run on unleaded.

Suppliers make contact with the Services at all levels in an attempt to supply the products to the Forces in the hope of winning a prestige contract which could be used in advertising and promotional material.

Suppliers see sales to the Armed Forces as an endorsement by the Ministry of Defence that the claims for the products can be met. They are usually prepared to give away free samples to Service units or agencies and invite them to carry out trials.

Such unsponsored, and in most cases unscientific, trials are likely to lead to investigations performed in isolation, to result in false conclusions, and may duplicate work which has already been carried out by other Service or civilian organisations.

Proper testing is very expensive, needs specialised measuring equipment and can only be conducted by accredited and independent testing organisations.

Service units, HQs and agencies have been told that if they receive



'So the chap convinced you that this boosts any engine performance – and you accepted a trial sample, never dreaming it was just neat vodka?'

samples, literature, or videos from suppliers' representatives they should pass them to the secretariat for the Land Systems Fuels and Lubricants Sub-Committee, provided by the Army Petroleum Technologist at Log Sp Svcs 2d

(F&L), HQ QMG, Monxton Road, Andover, Hants. SP11 8HT.

Commercial representatives who supply products may be advised that they will be passed to the appropriate Service authority for consideration, but no statement should be made which could be interpreted as an undertaking that products will be tested by the Ministry of Defence. DCI JS 91/97

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Minehunters head for Gulf

THREE Royal Navy minehunters will be embarking on a major deployment to the Middle East early next year.

The three Faslane-based ships, HM ships Inverness, Bridport and Sandown, accompanied by RFA Diligence, will spend six months away, demonstrating the UK's commitment to stability in the Gulf, conducting mine counter-measures (MCM) exercises and demonstrating defence equipment.

The group will be joined in the Gulf by Devonport-based survey ship HMS Herald.

The task group commander, Cdr Richard Simmonds, and his staff will be embarked in Diligence, along with Forward Support Unit 03, consisting of maintainers, engineers and artificers, bringing total manpower to around 250.

Diligence and FSU03 already have experience of Gulf conditions gained during Operations Calendar and Cimnel.

The three Sandown-class minehunters were designed to operate in the cooler waters of Northern Europe's continental shelf, so Gulfex 98 has required modifications.

HMS Sandown recently undertook the first-of-class refit at Rosyth, during which she was 'tropicalised', and she is now trialling a major upgrade to her variable



● Almost ready – HMS Sandown nears the end of her refit.

depth minehunting sonar, improved air conditioning, modified sea water cooling for propulsion machinery, the fit of a reverse osmosis plant for fresh water, and awnings to reduce internal hull temperatures.

Capabilities

During their time in the Gulf the ships will demonstrate their world-leading capabilities in a new environment, and will conduct bilateral and multi-national exercises.

The opportunity will also be taken to advance the integration of the UK's MCM capabilities with those of the US Navy.

The passage to the Gulf will itself be a considerable undertaking. The ships are expected to take around six weeks, and will call at a

number of ports and countries, including Gibraltar, Crete, Suez, Djibouti, United Arab Emirates, Saudi Arabia and Kuwait.

A mid-deployment maintenance period is planned for Dubai.

The return leg, expected to take up to eight weeks, will include exercises with NATO in the Eastern Mediterranean and a well-earned break for which the ship's companies are planning a run ashore at Palma.

The ground-breaking deployment follows hard on the heels of last year's Exercise Purple Star, when two Sandowns, HM ships Bridport and Cromer, made the first Atlantic crossing of the class, and heralds the start of a new programme of one major deployment for the small ships every year.

Seawolf unleashed

ARMILLA PATROL ship HMS Westminster has clocked-up another first with a live firing of her vertical launch Seawolf missile system during her Gulf duties.

The ship became the first Type 23 to deploy to the Gulf in May, and the firing came during Gulfex 97, one of the largest exercises in the region in recent years, which was led by the Royal Navy.

Target-towing Falcon aircraft flew out from the UK for the first 'in-theatre' test of the missile in conditions where air pressure is relatively high and temperatures reach 40C.

Westminster and RFA Bayleaf were joined by the American destroyer USS Merrill, Omani ships RNOV Al Muazzar and RNOV Al Sharqiyah and the French A69 Commandant Bouan.

Royal Air Force of Oman Jaguars and Hawks tested air defences and, in an area where most operational aircraft are engaged in policing the no-fly zone in Southern Iraq, their involvement enhanced the exercise still further.

Unpredictable

Lt Cdr Jim Reed, Staff Operations Officer responsible for planning the four-day exercise, told *Navy News*: "This is still an unpredictable part of the world and we have a duty to maintain the very highest standards of operational capability."

"Despite advances in ship and combat system simulation there's nothing quite like a missile going whoosh or a gun going bang to get the troops in the mood."

Until now, most joint exercises in the Gulf have been limited to basic seamanship evolutions and it is hoped that Gulf Ex 97 will open the way for



● HMS Westminster fires her vertical-launch Seawolf.

even more demanding programmes in the future.

Since the exercise, HMS Westminster has continued to work closely with the Americans to build up a detailed picture of shipping movements in the northern Gulf, allowing identification of merchantmen suspected of violating sanctions against Iraq.

Boarding parties, working in oppressive heat, have been searching up to four ships per day.

HMS Westminster has also spent time in company with the American carrier USS Constellation and has exchanged personnel to see how their opposite numbers live and work.

Westminster's port visits have included Bahrain, Qatar, Oman and the UAE and the ship is now enjoying a mid-deployment stand-down in Singapore.



● Boarding party – the team from HMS Westminster sets off to intercept a merchant vessel.

CHATHAM'S HISTORIC DEPLOYMENT NEARS END

HMS CHATHAM returns from the Gulf this month after one of the most eventful deployments in her history.

After leaving Devonport earlier this year she visited Cape Town to take part in the international celebration of the South African navy's 75th anniversary.

She took charge of the Armilla Patrol in the Arabian Gulf and conducted boarding operations in support of UN sanctions against Iraq.

And the ship was exposed to the full glare of the world's media when she sailed into Hong Kong to play a central role in the ceremonies which marked the region's return to China.

Chatham escorted HMY Britannia and Hong Kong squadron ships to the Philippines before taking a well-earned break in Thailand.

Many wives, families and girlfriends took the opportunity to fly out to join the ship's company for a short holiday before she returned to the Gulf to resume her duties on the Armilla Patrol.

As *Navy News* went to press the ship was in Kuwait to coincide with a visit by the Secretary of State for Defence.

Chatham's next stop is Dubai where Captain Chris Clayton is handing over to Captain Trevor Soar and getting married. Command of the Armilla Patrol will then be passed to HMS Nottingham in the Gulf of Oman.

Chatham stops twice on her way home, at Massawa in Eritrea and at Gibraltar where 80 fathers and sons of the ship's company will embark for the final leg of her historic voyage – reaching port on October 25.



● Chatham's sea boat is dwarfed by a merchant ship during a boarding in the Northern Gulf.

Picture: LA(PHOT) Chris Brick.



● HMS Chatham stands by and WEM Scarlet O'Hara guards the merchant crew as their vessel is searched. Picture: LA(PHOT) Chris Brick.

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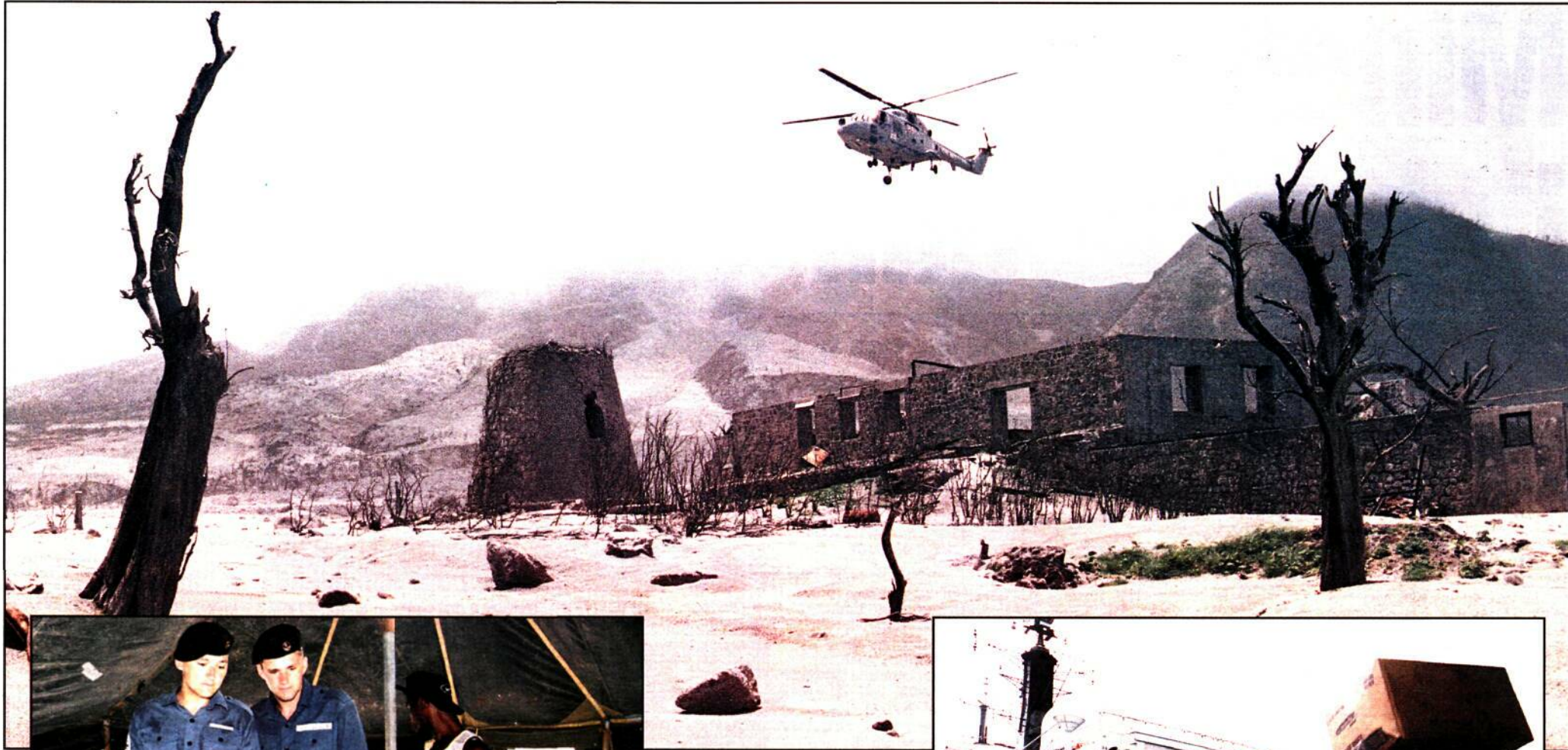
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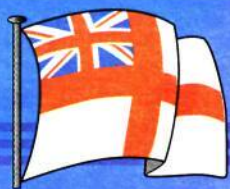
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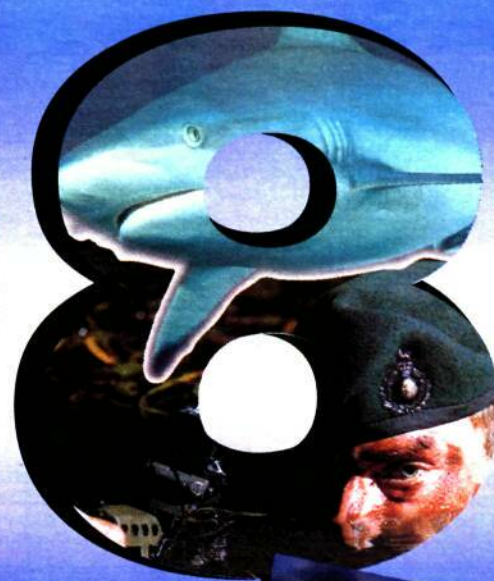
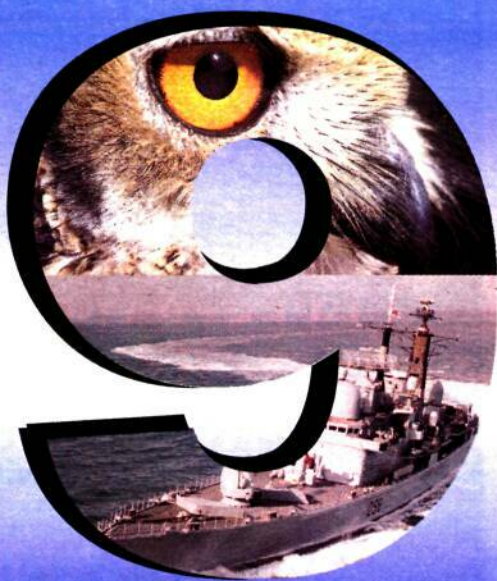


- **GHOST TOWN** (above) Liverpool's Lynx helicopter hovers over abandoned and burnt out homes on Montserrat
- **EVACUATION** (left) AB Neil Johnson and MEM Jim Fletcher take Montserrat resident Rose Mary through the evacuation procedure. She is coming to the UK.
- **STORING SHIP** (right) Liverpool takes on supplies in nearby Antigua.

Pictures by PO(Phot) Jon Garthwaite



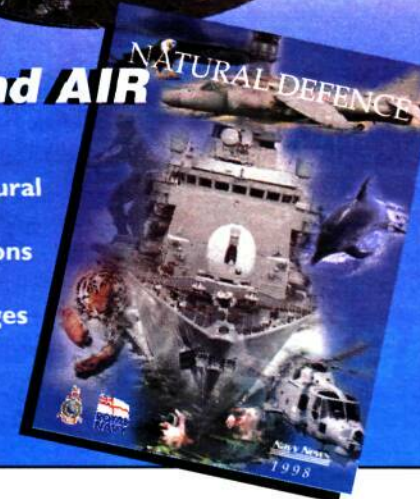
Navy News Calendar



TAKING YOU THROUGH THE NEW YEAR by LAND, SEA and AIR

Protecting the environment is what the Royal Navy is all about. Its three core capabilities - naval aviation, submarines and amphibious forces - are designed to help make the world a safer place to live in. Less well known is the way it cares for the natural environment. Some of the Senior Service's estates are among the country's best-preserved wildlife habitats. Even its bombing and firing ranges allow rare species of animal and plant life to flourish, protected as they are from the more dangerous attentions of the public... It even has its own birdwatching society. Exhausted migratory birds frequently hitch free rides in HM ships, are patiently nursed back to health and sent on their way again. All part of the service. The 1998 Navy News Calendar blends images of units of the Fleet with others of its companions on the High Seas. And elsewhere.

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STANDING BY FOR ACTION

Liverpool aids volcano-hit island

AS THE PEOPLE of Montserrat waited anxiously for details of their relocation package, sailors from HMS Liverpool were ashore giving practical help and support.

The ship anchored in Little Bay in the north of the island and teams went ashore to prepare for a large-scale evacuation.

Tents were erected at a registration centre in Brades Primary School and the ship's company were instructed to direct islanders to the right areas.

First aiders

The sailors were also given the responsibility for ensuring that groups boarded the right ferries and those with first-aid qualifications were tasked to sail with them on the two-hour voyage to Antigua.

While HMS Liverpool was in Little Bay, the ship's company visited shelters in the Salem area.

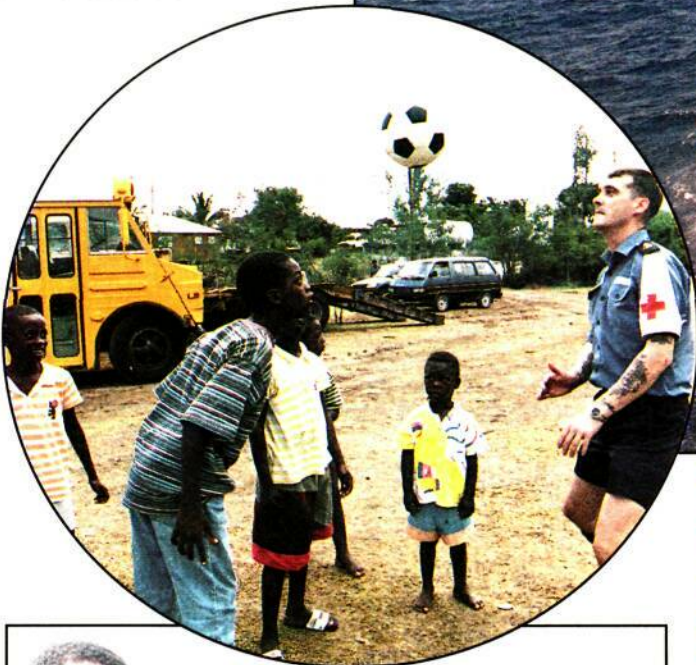
At St John's Day Care Centre, where two babies had been born a few weeks earlier, children were delighted by a visit from a supply department team led by Lt Cdr Paul Cass who distributed freshly made donuts made on the ship.

Meanwhile, the ship's Lynx helicopter continued to fly sorties over the volcano six miles south of the ship to support the work of an international team of scientists based at the Montserrat Volcano Observatory.

As fears of a major eruption subsided, most islanders decided to stay on Montserrat and the ship departed for counter-drug operations in the area.

After a port visit to St Kitts HMS Liverpool is heading for the Turks and Caicos Islands.

But Montserrat's volcano continues to cause concern, so the ship will return to the island immediately if her presence is required.



● Above: West Indies guard-ship HMS Liverpool. The ship spent ten days anchored off Montserrat while the ship's company helped set up evacuation facilities.

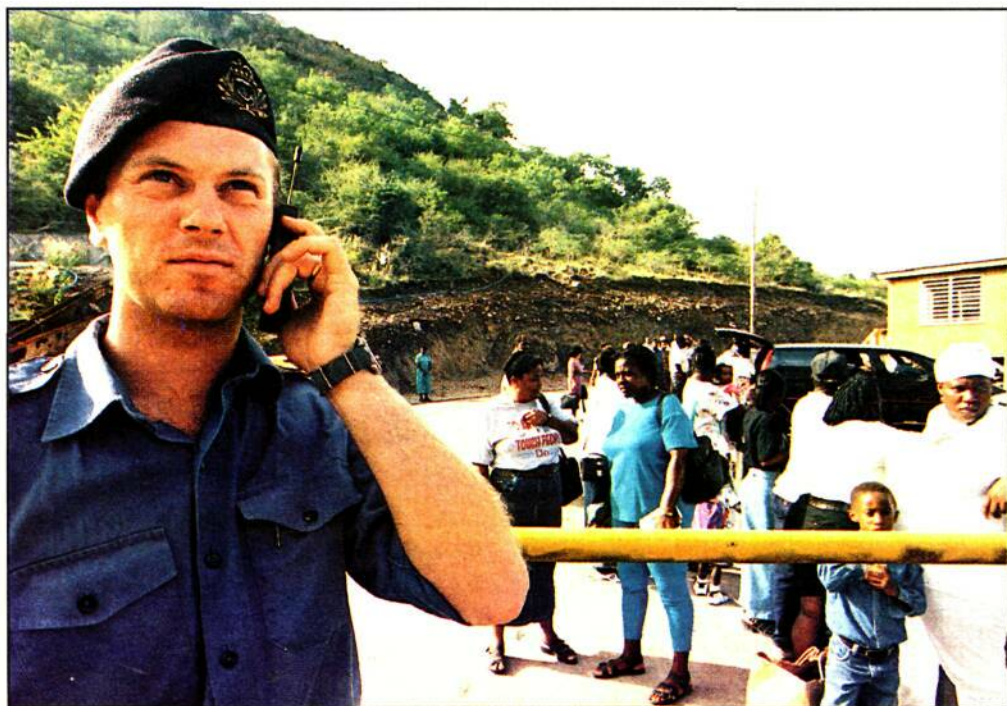
● Above left: LCK Gary Hall helps local children to pass the time as they wait for the evacuation to start.

● Right: sailors load baggage on to a truck before it is delivered to a waiting ferry, but most islanders opted to stay put until details of the relocation package were announced.

Pictures by PO(PHOT)
Jon Garthwaite, DPRN



● WCH Claire Gilmore becomes the centre of attention as she distributes donuts, freshly made in the galley of HMS Liverpool.



● Montserrat liaison officer Tim Cryar keeps the ship in touch with developments ashore as Montserratians prepare to leave the island.

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WELL SEE 'ere me heartys, I've got some very important news for you readers - I've got m'self a good old name for my club. I had some pretty good suggestions from you clever bunch out there but the best name of all, and the Editor of this 'ere paper agrees with me wholeheartedly, is *The Gang Plank Club*. The lucky Gang Plank member who came up with it to win the new-fangled music Discman is Victoria Jones of Abbydale, Gloucester.

FAMOUS SHIPS



THIS MONTH we focus on the most famous Naval ship of them all, HMS Victory.

Now in Portsmouth's Historic Dockyard, she is the world's oldest commissioned warship and the flagship of the Second Sea Lord. Here are some interesting facts about HMS Victory:

- HMS Victory's crew ate their meals off square plates, hence the expression 'three square meals a day.'
- The reason that ships like Victory had figureheads was that many sailors could not read. The figureheads enabled them to tell one ship from another.
- Thirty one flags are needed to fly Nelson's famous signal 'England Expects That Every Man Shall Do His Duty' from HMS Victory on Trafalgar Day, October 21.
- A sailor's daily ration on board included one gallon of beer or two pints of wine or half a pint of rum!
- British sailors were known as 'Limeys' because ships carried casks of rum to stop them getting scurvy.
- The most common injury suffered by sailors on board was rupture, caused by the extremely hard and heavy work in hoisting the sails and raising the enormous anchors.
- The Victory cost £63,176 to build and over 2,000 mature oak trees were used in the construction of her hull.
- If you would like to know more about HMS Victory you can visit her in Portsmouth, or if you have access to the internet, look at the Historic Dockyard's fascinating website: <http://www.compulink.co.uk/~flagship>.

TASTY RECIPE CORNER

CAPTAIN PLANK says: "Chef Lewis has fair made my mouth water with all that talk of tasty food so unless he wants to be locked in the galley with only two ship's biscuits he better give me a recipe for me and my parrot to try out!"

Well, here it is for you and Captain Plank to try out, but don't forget to ask before you try any cooking....

Chef Lewis's Cheesy Hammy Eggy

Take a handful of grated cheese, a teaspoon of mustard, mashed hard boiled egg, a pinch of salt and pepper and mix it into a paste. Toast a slice of bread, add a slice of ham and spread your mixture on top. Place this under a grill and wait until the paste has melted, then place a fried egg on top - and there you have it!

Remember, don't cook without an adult being present, and grills and frying pans must never be left unattended when you are cooking. If you have a favourite recipe - write and let Captain Plank know.

IT'S YOUR WORLD

We have just found out about Operation Auk, a project in which the Navy is helping to look after wildlife on the north west tip of the British mainland, called Cape Wrath.

Every Year, a conservation expedition is organised and teams of specialists and volunteers help to count and ring birds, and work in the environment.

This year, the team was led by Cdr Bill Jones with help from retired Lt Cdr Jim Mullen. It was a difficult task counting the wide variety of sea birds but it can be

dangerous to get to the cliffs and islands of the Cape.

For safety, the teams are helped by Royal Marines from Faslane who ensure that everyone is ferried safely to and from the wave lashed rocks.

The Gang Plank Club

WOULD YOU BE - A SUB CHEF?

HAVE YOU ever wondered what it is like to go down in a submarine, and what kind of life the men live who go down into the depths?

Well, one man who is very important on board a submarine in the Chef! He keeps everyone happy by providing them with a variety of well-cooked food. We tracked down Chef Dean 'Loui' Lewis on board HMS Torbay and asked him about his job.

What does your job involve?

I am one of three chefs on HMS Torbay which is a Trafalgar class submarine. With the Leading Chef I am responsible for ordering all the food, getting it on board, storing it, cooking it and doing the accounts. We cook every six hours for the 130 people on board the submarine. There are two of us on duty during the day and one at night. The main problems are storage of the



food and space in which to prepare it. We have three store rooms, a fridge and a freezer.

We keep a lot of tins in case we have to stay down longer than expected. We are always open to suggestions for menus and the favourites on board are 'cheesy, hammy, eggy' steaks and fish and chips and beans. We bake fresh bread every morning and

are very good at hot curries.

Do you need to have any qualifications?

I didn't have any particular qualifications when I joined the Navy but was sent on an eight-week cooking course which is equivalent to two years outside the Navy. I also did some training in how to do the accounts.

Did you ever get in trouble at school? Chef Lewis says: "I was a model pupil!"

If you hadn't done this job, what would you have done? I always wanted to cook and my family said I should join the Navy so I could cook and see the world.

What kind of music do you like? Rock music, Bon Jovi, Thunder

What is your favourite colour? Turquoise.

What is your favourite item of clothing? England Rugby shirt.



flagship
PORTSMOUTH

Your chance to win a Bond Passport ticket

FLAGSHIP PORTSMOUTH - HOME PORT TO THE WORLD'S GREATEST HISTORIC SHIPS

The World of 007, the first official James Bond exhibition, is now a licence to thrill at Flagship Portsmouth in the Historic Dockyard until next January. Boathouse 6 is the venue for the exhibition, that celebrates 45 years of the world's most famous secret agent.

Well-known exhibits on display include:

- 007 the Aston Martin DB5 driven in *GoldenEye* and the forthcoming blockbuster, *Tomorrow Never Dies*;
- 007 the Lotus Esprit submarine car from *The Spy Who Loved Me*;
- 007 Rosa Klebb's flick knife shoe as used in *From Russia With Love*;
- 007 Jaws' steel teeth from *Moonraker*;
- 007 Scaramanga's golden gun from *The Man With The Golden Gun*.

See the hull of Mary Rose, Henry VIII's favourite warship, from air-conditioned viewing galleries in the Ship Hall, where an audio commentary describes the layout of the ship and the programme now being carried out to preserve her delicate timbers.

Guided tours of HMS *Victory* vividly depict the harsh conditions ordinary seamen endured at sea for months on end. Witness the way they lived, ate and fought on the lower gundeck. Then compare it with the relative opulence of the Great Cabin where Nelson planned his battle strategy, which defeated the Franco-Spanish fleet at Trafalgar in 1805.

Explore the four huge decks of HMS *Warrior* 1860, Britain's first iron-hulled, armoured battleship and the only surviving member of Queen Victoria's Black Battlefleet. This beautifully restored, sleek, steam and sail powered ship was the fastest and largest of her day; the ultimate deterrent as she never fired a shot in anger.

To win a Bond Passport Ticket - for two adults and two children; which includes a visit to all the above attractions; answer these three questions correctly:-

- 1) Which king ordered the building of the Mary Rose?
- 2) At which battle was Nelson mortally wounded or in which year was the Battle of Trafalgar?
- 3) Which monarch was on the throne when HMS *Warrior* 1860 was launched?

Send your completed entry to 'The Gang Plank Club' Navy News, HMS Nelson, Portsmouth, PO1 3HH.

Please remember to add your age, name and address. Entries must be in by November 15th 1997. Employees or relatives of Navy News staff are ineligible.

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Please enrol me as a member of Captain Plank's new club. I enclose a postal order/cheque (payable to *Navy News*) for £3.25.

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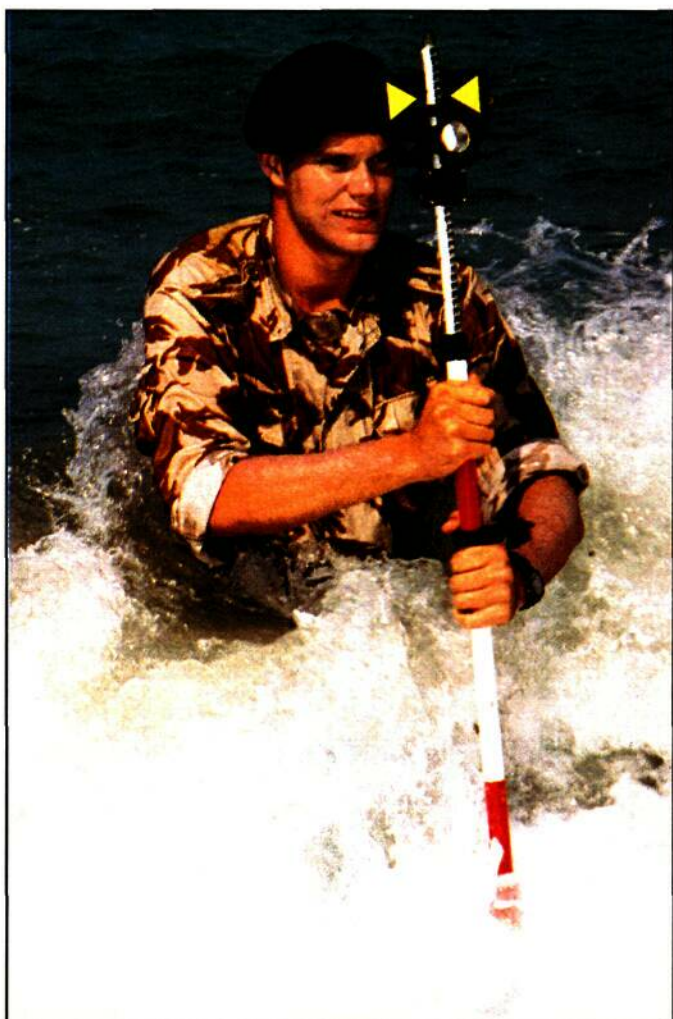
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Shoal new way of life for Roebuck



● **ABOVE:** HMS Roebuck, in her new grey livery, operates within 400m of shore using her towed sonar.

● **LEFT:** AB(SR) Christopher Hadlow makes a splash by surveying the beach gradient in the Greek surf.

Pictures: LA(PHOT) Andy White

Chatham plan for Cavalier in dire straits

AN AMBITIOUS plan to preserve Britain's last wartime destroyer as a tourist attraction in Chatham is being proposed by campaigners who want to keep HMS Cavalier in Britain. But it could already be too late.

South Tyneside Council has plans to transfer ownership of Cavalier to a Malaysian company with a view to her going on show at a maritime museum at Port Kelang, near Kuala Lumpur.

Navy News understands that an export licence has been granted to Star Cruises who have agreed to meet the costly bill to renovate the ship and dredge a dock for her passage out.

Cavalier is on a list of 3,000 ships in UK that has been compiled by the Historic Ships Preservation Committee. With a new Lottery grant expected as Navy News went to press, the Committee will be able to complete its work and, through four years of assessment of vessels dating from 1885, will narrow the list down to a relatively few "important" ships liable to attract funding.

However, Navy News understands that Cavalier is unlikely to be chosen. She has already been turned down for a Lottery grant, and if the Malaysian deal goes through will have left long before the committee's final report is ready in 2001.

Against the odds, veterans of the HMS Cavalier Association are seeking to raise £10,000 in the short term to provide a fighting fund to delay the export. They have



● **HMS Cavalier – campaigners fighting against the odds.**

attracted the support in the Medway towns of the area's three MPs and leading councillor Norman Carter.

Cllr Carter said £1.7 million would secure Cavalier for Britain for at least the next seven years.

He said that while public donations would help, funding from the National Lottery and the Heritage Department would be vital to refurbish the ship and meet the inevitable shortfall in her maintenance costs which could be up to £100,000 a year.

"The Medway towns have a proud Naval history, but the one thing we lack is a ship of the Grey Funnel Line," he said. "The war at sea produced important icons, and Cavalier is one of them."

Chairman of the Cavalier Association, Sid Anning, has written to Prime Minister Tony Blair appealing for a "fair chance" to be given to those who want to see

Cavalier preserved in Britain.

Responding to questions put to them by Navy News, Star Cruises' public relations headquarters in Singapore confirmed that the company had bought Cavalier, but refused to answer any other questions, as they were "finalising the details" of their plans for the ship.

However, a spokesman for South Tyneside Council said that while Star Cruises' bid had been accepted, no contract had yet been signed and he could not say when Cavalier would leave.

Should any other, serious offer be made before the contract was signed it would be put before the council for a decision. "The council will dispose of Cavalier only to someone who can guarantee her preservation," he said.

The Cavalier Association is asking for donations to be paid into the 'Cavalier Fighting Fund' via donors' bank accounts (quoting Sort Code 11-08-18, Account No.00446158) or through any Halifax Building Society/Bank quoting Account D/99563105-9.

FOR THE first time, survey ship HMS Roebuck has conducted a joint survey of an area as a possible land-fall for amphibious forces.

Since late August, Roebuck was taking part in the NATO exercise Rapid Response 97, and with a French survey vessel was working on and around the west coast of Greece.

Both ships tackled swell and surf when they deployed boats to survey the beaches. Meanwhile, Roebuck operated within 400m of the coast and in water as shallow as 10m, using her towed sonar to check that the seabed was clear for landing craft.

The aim of Exercise Rapid Response was to develop rapid

environmental assessment during which NATO units combine to gather and process data to provide the best possible picture of the environment to a task force commander.

During her deployment, Roebuck also investigated shallows thought to be potentially dangerous to shipping in the Mediterranean off North Africa. Spiss Bank, 30 miles north of Tunisia, was reported by HMS Berkeley three years ago.

Using her Atlas DESO 25 echo sounder, Roebuck discovered a steep coral reef rising over 150m from the sea bed in less than half a mile. The least depth was found to be almost 100m.

£16 million secures future of historic dockyard

CHATHAM Historic Dockyard's future has been secured with a £16 million funding package designed to make the 80-acre area a world class heritage site.

The financing operation, which includes a £10 million grant from the National Lottery Fund, was announced at the dockyard by Heritage Secretary Chris Smith.

He said the Lottery grant was the largest the fund had made in Kent. It would be partnered with funding from the City of Rochester upon Medway Council, Rochester Bridge Trust and English Heritage.

100 buildings

Admiral of the Fleet Sir William Staveley, Chairman of Chatham Historic Dockyard Trust, said that without the grants the enterprise would have faced a "very bleak future".

"Instead we are now able to continue work on implementing our strategy to ensure the Historic Dockyard becomes a world class heritage site at the heart of the Medway towns."

He said the grants would be used to modernise infrastructure, improve landscape, and preserve the site's 100 buildings and structures, many of which are scheduled as ancient monuments or listed as historic.

The plan includes restoration of two more of the major buildings – No.7 Slip and No.1 Smithery – as well as completion of the restoration of the sloop HMS Gannet.

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Helos get real on the wide screen



FLIGHT deck training at HMS Osprey has moved into the 21st century with PC-based Virtual Reality.

Superscape reseller and developer Applied Visuals Ltd of Bristol won the contract to develop, build and deliver the trainer to Portland.

It runs on networked 200 PCs and the virtual reality simulation is projected via standard data projectors onto a number of big screens.

The trainee Flight Deck Officer stands before these and, using simulated radio contact together with arm signals, aims to land the helicopter image on the representative warship.

His instructions are monitored by the instructor who controls the simulation and enters the commands into a training package to reproduce the effects. The trainee's efforts are recorded and can be played back to help with the learning process.

The trainer is able to replicate the flying operating limits of all classes of RN ships in all weather conditions by day and night. Stereophonic aircraft and ship noises, radios, magnetic loops and telebrief facilities are provided to add to the realism.

CO of the Flight Deck Training Unit Lt John Jones told *Navy News*: "Trainee FDOs only have two hours practical marshalling of helicopters during the training course and the advent of this trainer will prove an invaluable cost effective aid."

"The requirement to complete training using real helicopters will always be there, of course – but the benefits of this system to consolidate lessons learned in the classroom will be very considerable."

WORK BEGINS ON NEW-LOOK MUSEUM

WORK began last month on the Royal Naval Museum's £10m development plan, following the Heritage Lottery Fund grant of £2,846,435 last November.

The project has also been supported with £540,000 from Hampshire County Council.

It will involve the complete refurbishment and upgrading of the Georgian Storehouse No 11 and the Victory Gallery Building as well as the remodelling of the Victory Gallery, the Lambert McCarthy and Douglas-Morris Galleries. There will be a stunning new display – "The Battle of Trafalgar Experience" and a research centre.

Said project manager John Harris of Alex Sayer

Ltd, Bognor Regis: "The occupation of the buildings by the RN Museum with its fascinating and unique collection of artefacts from some of Britain's most glorious achievements make the project very exciting indeed."

There will be artefacts aplenty on auction at Boat House No 4 on 1 November when a sale organised by King George's Fund for Sailors with HMS Nelson opens at 12.45p.m.

Round-the-world yachtsman Tony Bullimore – who hit the headlines in January following the capsize of his yacht *Exide Challenger* and his dramatic survival and rescue by the Royal Australian Navy – will open the auction of over 2,000 donated items in aid of KGFS's Year of the Seafarer appeal.

Another TV 'Hero' ?

THE ROYAL Navy has agreed to co-operate with BBC1 on a plan to produce a new drama series based on the Service.

Working title of the project is *HMS Hero*, the name of the fictitious Leander-class frigate which starred in the highly successful BBC TV series *Warship* during the 1970s.

The new series will be centred around an aircraft carrier – and an RN air station, although it will not be specifically about flying.

A Royal Navy spokesman described the project as a "classy drama series" and said that discussions between the BBC and the Navy had progressed well. Should the project go ahead, a Royal Navy officer is likely to be appointed as technical adviser.

Shackleton's last flag sale

THE UNION Flag worn by Shackleton's ship the *Quest* on his last expedition to the Antarctic was expected to fetch up to £6,000 at an auction of exploration and travel artefacts.

The Christie's sale was taking place as *Navy News* went to press, and included a number of items of Shackleton memorabilia. The flag was presented to Sir Ernest by King George V in 1921, just months before the explorer died of a heart attack at South Georgia.

Last flying Sea Hawk grounded

PLANS to display the only airworthy Sea Hawk fighter in the world have suffered a setback after it was damaged as a result of a crack in the jet exhaust.

The aircraft, operated by the RN Historic Flight, is one of 434 built for the Royal Navy in the 1950s and had been restored by British Aerospace.

The fault was discovered during post-flight after the aircraft's last flight at the Shuttleworth Collection's Summer Show at Old Warden on July 6. Flight ground staff found a large crack in the duct forming the first part of the exhaust unit aft of the jet engine.

General Manager of the Flight, Cdr Bryan Wood RN (ret'd) said: "With a normal operating jet pipe temperature of 480C it was quite obvious that the aircraft could have suffered heat damage to its structure in the vicinity of the crack, and on engine removal there was clear evidence of such damage."

Cdr Wood said the crack did not occur before BAe's "superb" restoration, but during the Hawker Sea Hawk's last flight.

An assessment of the damage

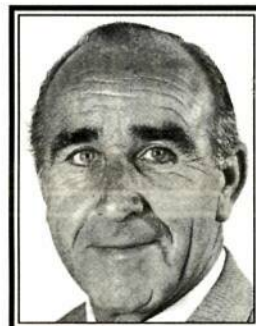
has been made with the help of the RN Materials Laboratory. Cdr Woods said the Historic Flight, with the help of BAe, will shortly decide on how, when and where repairs are to be made.

"Meanwhile it is one of the Flight's major objectives to continue to operate a fully airworthy Sea Hawk," he said.

Meanwhile HMS Seahawk's 'gate guardian' at RN Air Station Culdrose, Sea Hawk LM 127 which first flew in 1953, first at RNAS Abbotsinch and later at RNAS Lissie, has been given a new coat of paint and is back in its familiar position inside the perimeter fence. One of its pilots, Lt Cdr George Barras, RN Ret'd, told *Navy News*: "Somebody at Lissie did a wheels-up landing in this aircraft – but it wasn't me!"

Below: the RN Historic Flight's Sea Hawk before it was grounded.

Lt Cdr Leonard Truscott MBE



LEN Truscott, the Business Manager of *Navy News* during the 1970s, has died at the age of 80.

Lt Cdr Leonard William Truscott had a 30-year career in the Royal Navy before he joined *Navy News* in 1971. He retired as Business Manager in 1982, but continued his support part-time of the newspaper to within a few weeks of his death from cancer on September 20.

He is particularly remembered by his colleagues for his good humour and his ability as manager of the business affairs of *Navy News* as it underwent a number of important changes.

For 25 years after leaving the Navy he was also secretary and treasurer of the RN & RM Branch Special Duties Officers Benevolent Fund.

He leaves a wife, Rita, a son and daughter, Jill and John, and five grandchildren.



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Helping Hands

Trans-Asia ride puts Tony in the record books

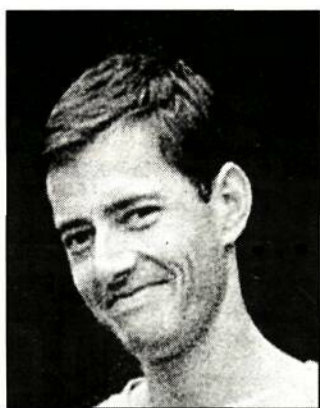
A WEARY but jubilant Lt Tony Brooks has arrived back in Britain after a 13,200-mile charity cycle ride from London to Siberia.

His epic voyage raised £5,000 for the Salvation Army and puts him into the record books as the first person to cross the whole of Asia by bike.

Bears, bugs and belligerent border guards failed to thwart his progress as he pedalled through Europe and followed Marco Polo's footsteps along the old Silk Road into Asia.

He set out in January last year and rode through central and eastern Europe, Turkey and Iran before crossing the Himalayas in Pakistan and skirting the Taklamakan and Gobi Deserts to reach Peking.

After a visit to Hong Kong he spent the winter learning Russian in St Petersburg before returning to Peking and followed the rest of the Great Wall of China to the Pacific.



● **RECORD BREAKER: Lt Tony Brooks is the first man to cycle right across Asia**

From there he went 1,000 miles north through industrialised Manchuria, negotiated his way across the 'no foreigners' border into Russia and cycled through 1,000 miles of forest and across Mongolia to Yakutsk.

The final part of his journey was the toughest of the whole trip - tak-

ing him to the eastern edge of Asia's road system at Magadan.

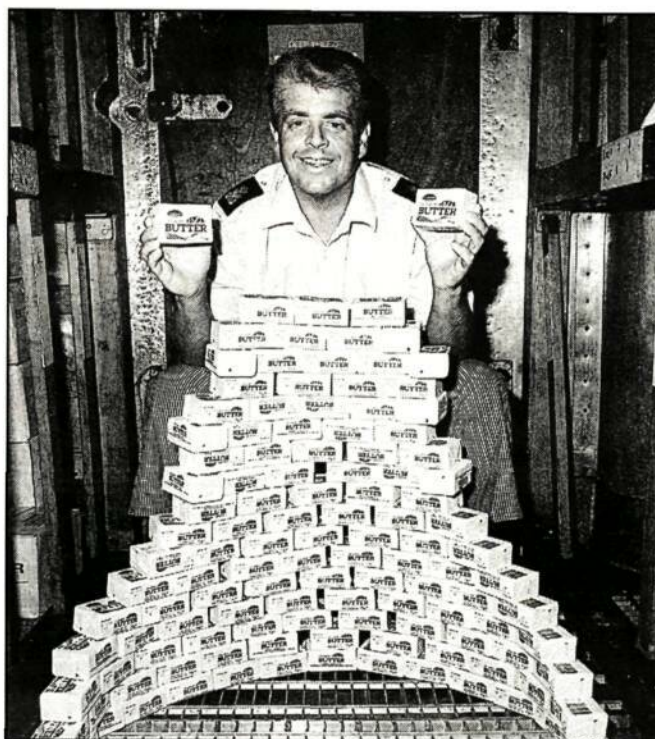
Tony said: "This place was home to Stalin's prison camps and was only opened to foreigners five years ago. The 'roads' were appalling, long sections of the track had been reclaimed by mosquito infested swamp and many bridges had been washed away.

Biting insects

"The 'road of bones' runs for 1,000 miles across some of the most inhospitable terrain on earth. The region is snow and ice for 8 months of the year with temperatures dropping to minus 70C and the short wet summers are plagued with swarms of biting insects.

"I had to carry my bike across bog and rivers up to 50 times a day which made for slow progress and it took me a month to reach Magadan, even riding 10 or 12 hours a day."

□ The voyage tested both man and machine to the limit and Tony would like to thank KONA for the Kilavea and Cinder Cone cycles that got him through the trip.



Ken reaches shore 60 pounds lighter

HMS FEARLESS's POCA Ken Webber is not the man he used to be - he lost an incredible 63 pounds while the ship was away on Ocean Wave '97.

He and Sgt Dickie Birch, who shed almost 50 pounds himself, raised £600 for the Patricia Mary Gammon Trust which funds research into Hodgkinson's and non-Hodgkinson's lymphoma cancer.

The Trust was founded by Mr Richard Gammon in memory of his daughter Patricia who died from the illness three years ago. He said: "We were overwhelmed by the response from HMS Fearless. It was a great effort."

The Trust is currently supporting work by scientists at Manchester University and would like to hear from any ship or establishment who would like to help. Contact the Trust on 01243 267660.

Illustrious voyage produces £17,000

IF THE Lord does indeed 'love a cheerful giver' then the men and women of HMS Illustrious can look forward to a warm reception at the Pearly Gates.

During seven months on Ocean Wave '97 the ship's company raised a grand total of £17,736 for charity by every conceivable means.

Capt Stephen Mayer started the ball rolling when he raised £190 by leaping over the side of the ship into the South China Sea.

Senior ratings in 801 Squadron held a mess dinner and raised £150 through fines for misbehaviour.

In a traditional act of sacrifice, the two hairiest men on the ship - CPOs Peter Rosier and Mick Hudnott of 820 Sqn were sponsored £1,250 by colleagues to lose their most prized possessions.

£1,000 was raised by people giving up things for Lent and half of this came from Naafi assistant Allison Sehar by not swearing for 40 days and not allowing anyone out of deep shelter until she had their pledge.

Two members of 849B Flight lumbered up the Rock of Gibraltar firmly tied together and made £1,600 for 'Dreamflight.'

Football memorabilia and a ride in a lifeboat were auctioned in the Chief's Mess to raise another £1,700 for Fareham and Gosport inshore rescue service.

And the Merlin Ward in Treliks Hospital is £3,020 better off after members of 820 Sqn cycled up Mount Fuji.

Peter O'Sullivan's mantle of 'the voice of racing' was taken over by 801 Sqn's Lt Cdr Dickie Paine who's virtuoso performance of not one but TWO racing commentators helped swell the charity take at the Air and AED's Ascot Race Day to £850.

Add to this the list of haircuts, slims and conventional methods such as Church collections (£900) and shrapnel buckets and the final figures show that the ship's company has, on average, given £17 per person to charity and had a lot of fun doing it.



● **A successful bid by Cdr Howard Holdsworth allowed his son and father-in-law to meet Illustrious at sea on her way home. During the deployment the CPO's mess raised enough money to equip the boat with a night-sight and radar plotter.**

In brief

FASLANE's Summer Fair attracted 5,000 people and raised £11,000 for the new lifeboat house at Rhu Marina, Helensburgh.

Visitors who braved the blustery weather were rewarded with an action-packed programme which was to have included a search and rescue demonstration by an 819 Sqn Sea King - but it was called away on a real mission!

At the lifeboat house opening ceremony, Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral John Tolhurst, presented the money to Mr Archie MacKenzie, Convenor of the Scottish Lifeboat Council.

□ □ □
HMS Somerset's PO Clive Hemsley has been holding children spellbound in many parts of call.

Appearing as the magician 'Emmazdad', he and his puppet companion 'Scamp' have played to young audiences in Ghana, St Helena, Montevideo and the Falkland Islands.

Somerset is relieved as Falklands guardship on October 2, at which point PO Hemsley will help to make the ship vanish - and reappear at Devonport on November 20!

□ □ □
SAILORS from HMS Southampton raised £1,000 for a children's hospice by racing the ship from Portsmouth to Southampton.

Fourteen runners ran a relay along the A27 and beat the ship by 15 minutes with a time of 2 hours 5 minutes.

The money was presented to the Rose Road Children's Hospice by Southampton's CO, Cdr Duncan Potts.

HMV BRITANNIA

To commemorate The Royal Yacht, Willraynes was exclusively commissioned to design and supply to the Yacht a very special presentation box containing a bottle of Personal Reserve Port. The design which includes the Royal Yacht insignia and pictures of the Yacht was approved by The Queen and we supplied the Yacht with a limited edition of these presentation boxes. Each presentation box has a numbered certificate recounting the historic voyage made earlier this year.

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Father puts faith in trust

A NAVY operator main-tainer who's young son is suffering from a rare genetic disorder has set up a trust fund on his behalf.

OM(EW) Michael Hamilton, from the fire school at HMS Raleigh, hopes to provide 16-month-old Luke the special equipment he needs to make the most of his young life.

Luke is suffering from Tay-Sachs disease which causes progressive destruction of the central nervous system.

Cure

Unless a cure for the disease is found, he will soon be unable to crawl, sit up or turn over, and will eventually go blind and have hearing difficulties.

Any money that is not used for Luke's immediate needs will go towards research into the illness.

Donations can be made to the Luke Hamilton Trust by post or in person at any Midland Bank by quoting sort code number 40-12-22 account No. 11141589. For more details, contact Mr Peter Ames on 01208 74949.

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NEWSVIEW

Diving with Diana

A personal appreciation by the Editor, Navy News

ELEVEN years ago, as now, it was hard to place a nuclear submarine on the front page of a national newspaper. Diana managed the trick, though.

There is no higher cause than the maintenance of world peace. But in peacetime the Navy needs all the help it can get to put the message across – so the Navy, like so many other organisations, made use of her.

Even so, back in 1986, when her unique value for publicity was already long established, the effect of the Princess of Wales' presence still had the power to surprise.

She was to spend four hours on board HMS Trafalgar, dived on exercises in the Firth of Clyde. I was then Public Relations Officer to the Flag Officer Submarines and I seized an opportunity not to be missed.

"You're wasting your time," the Navy's then Deputy Director of PR told me. The submarine was not due to return until late in the evening, we would lose the next day's papers – and thereafter it would be yesterday's news.

On top of everything else, there was no place for me on board – a TV crew was embarked with her, working on a 'day in the life' documentary, and they were hopping mad at the thought their scoop might be hi-jacked. So there was a 'numbers problem', they said . . .

A submarine periscope is a paparazzo's dream stealth instrument. You can screw a standard camera body over the eyepiece and use its long-range optics to photograph your unsuspecting victim without breaking cover, leaving yourself with the best possible chance of success in evading detection.

So inside a submarine there is only one picture the punters want to see – the subject peering through the periscope. That was the one I told the Navy photographer on board to capture at all costs. Diana on the other end of the lens, for once.

Meanwhile I waited alone at the end of the secure NATO jetty at Fairlie for her party to disembark. I had only a fleeting glimpse of her – flashing me the familiar shy smile – before the Naval equerry handed over a sealed packet: "I think this is what you're waiting for."

I sprinted past them down the pier to my waiting car and we sped off to the Press Association office in Glasgow. It was very late in the evening by the time we arrived in the city. The driver got the address wrong – and he was gone before I discovered his mistake. So now I was running with it, stopping strangers on the unfamiliar streets to ask the way.

I found the place eventually, the solitary PA staff man anxiously pacing the floor. The RN snapper had done his job well – despite the angry jostling of the TV crew crowded into HMS Trafalgar's control room – and he had only one question: "What was she wearing?"

I thought back to my brief sight of her: "A pink check shirt" (a man's shirt, you can tell from the buttons – see centre pages) "and washed-out blue jeans." The shirt might equally have been Turnbull and Asser or Marks and Sparks, the jeans Versace or Levis. I wouldn't know. The outfit was hardly haute couture, anyhow.

I limped off to catch the last shuttle flight home and got up not so bright but very early to look over the morning papers.

The picture was high up on the front pages of almost all of them – headlined 'Di dives deep' and so on. A lot of sub-editors must have been working extra late that night.

I never saw Princess Diana again. My young sons Nicholas and Andrew did, though, four years later when she came to Portsmouth to see the completed extension to the Anglican cathedral in the Navy's traditional home.

They spotted her arrival at the front door while walking with their aunt Joan to the corner shop in the High Street – and with an instinctive gallantry never exhibited before or since dashed in and bought her a bunch of flowers.

There wasn't much chance they would get to hand it over – until a friendly policeman told them the Princess would be coming out through a rear door, where there was only a small crowd who had received the same tip.

When she duly appeared, aunty Joan yelled: 'Diana!'. She smiled, strolled across, shook their hands, had a few words – and walked away with their bouquet.

It was a typical corner shop job – a few cheap pink blooms shoved into a cellophane jacket. Like most of the thousands of others she collected in her lifetime, and afterwards, delivered to a 'People's Princess'.

For sheer glamour and lasting popular appeal only Edward VIII, later Duke of Windsor, was her equal as a roving representative of the Royal Family – and he was the first member of that family to be exposed to the deadly weight of mass media attention, whose punishing effects on its targets were then only dimly appreciated.

As Prince of Wales he won millions of hearts in the 1920s as the 'Ambassador of Empire', a role in which the Royal Navy, of which he was for long its most senior Admiral of the Fleet, also had its heyday.

A month before his abdication he spent a couple of days with the Home Fleet at Portland. The then First Lord of the Admiralty, Sir Samuel Hoare, later wrote:

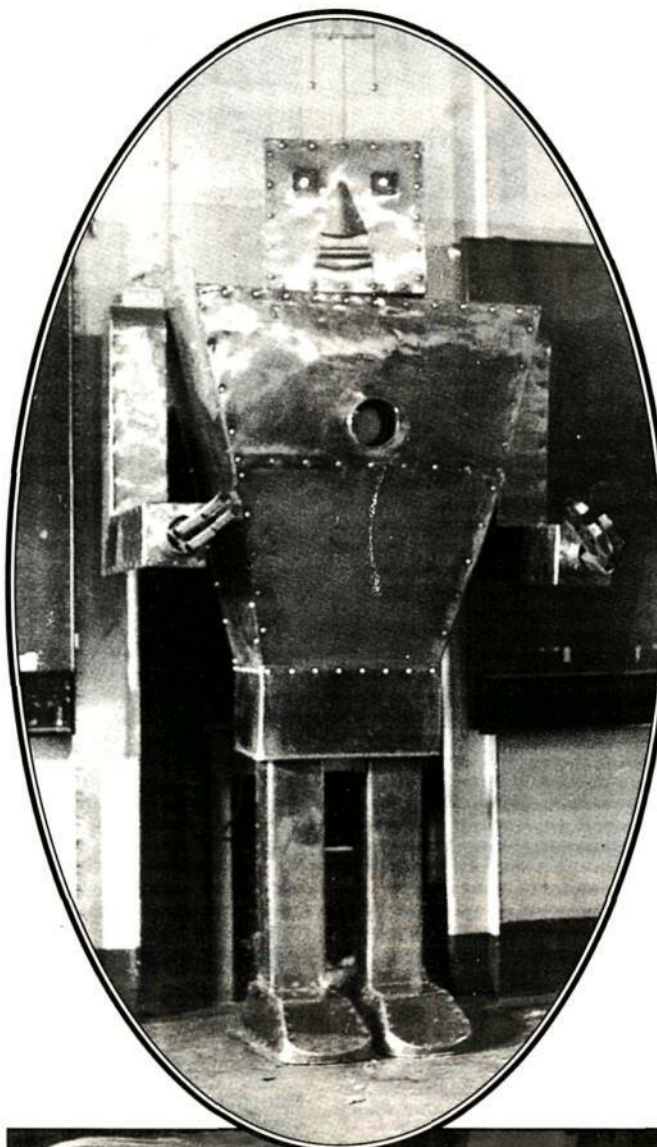
"I had a unique opportunity of seeing the most attractive side of his personality. If, on the one hand, he was, as many thought, wayward and irresponsible, on the other hand no-one could deny his surpassing talent for inspiring enthusiasm and managing great crowds. He seemed to know personally every officer and seaman in the Fleet.

"On one of the evenings there was a smoking concert in the aircraft carrier Courageous . . . The vast underdeck was packed with thousands of seamen. In my long experience of mass meetings I never saw one so dominated by a single personality. At one point he turned to me and said: 'I am going to see what is happening at the other end.'

"Elbowing his way through the crowd, he walked to the end of the hall and started community singing to the accompaniment of a seaman's mouth organ. When he returned to the platform he made an impromptu speech that brought the house down . . .

"There followed an unforgettable scene of the wildest and most spontaneous enthusiasm. Here, indeed, was the Prince Charming who could win the hearts of all sorts and conditions of men and women and send a thrill through great crowds."

Eric opens the X File on 'Nemo' the robot



SEEING 'GEM', the Navy's cheeky promotional robot, at the Royal Tournament reminded one of our readers of an early prototype...

'Nemo' was constructed by three Tiffies in the battleship HMS Anson in 1951 – when Hollywood was starting a spate of sci-fi films featuring metallic marauders from outer space.

Eight feet tall and clad in copper sheeting, he cut an impressive figure when he made his debut during an 'Open Week' for schools in the Helensburgh area, the Anson then being moored in the Gareloch as part of the Reserve Fleet.

One of his creators, ex-OA Eric Woods of Teignmouth, remembers that he took shape in the workshops of their accommodation ship HMS Bulawayo, alongside at Faslane.

"He could talk – moving his lips – his eyes lit up and his chest had a visual heartbeat. He could turn his head and swing his left arm from the shoulder.

"We took turns in operating him, Reg Hart (whose brainchild he was), Harold Clapson and I. We sat at a table immediately behind him in the adjacent compartment, in total darkness.

"Between his legs we placed a mirror and hung black bunting behind him except where the mirror was. Between Nemo and the adjacent compartment we had removed the bulkhead door. Hence, via the mirror we could view people coming up in front of him – but they couldn't see us in the dark, as the mirror reflected the darkness to the onlooker, which blended with the black bunting.

"We completely baffled all the children and school teachers. They couldn't understand how we could describe what they were wearing and so on. Most of them were of the opinion there was someone inside the robot. We had a two-way microphone to listen to them and talk back to them.

"I wonder if anyone knows what ultimately happened to him – he probably went to the breaker's yard along with the Anson?"

● Left: 'Nemo' on board HMS Anson in 1951. Below: Today's 'GEM' intrigues a visitor to the Royal Navy's exhibition stand.



849ers get a grip on the fundamentals



THE SENSE of relief was palpable when the lid was raised on a nice new lav at RN Air Station Culdrose . . .

Jon Miller – a familiar face from the children's TV show 'How' and a World War II airman who learnt the art of self control on long reconnaissance missions as a photographer and analyst – was flushed with pride to be invited to open the integral feature of 849 Sqn's new facilities.

Said 849's old friend, seen here cutting a ribbon of material appropriate to the occasion as its CO Lt Cdr Jon Rich demonstrates a bog standard visual aid: "I've been asked to open a variety of things in my time, but this is my first toilet block – and it gives me great pleasure."

Invincible scores a first strike in the air

HMS INVINCIBLE embarked RAF GR7 Harriers operationally for the first time last month in Britain's most powerful deployment of air power from the sea for 15 years.

The Ground Attack aircraft were part of the Carrier Air Group earmarked for the major NATO multi-national joint maritime Exercise Tapon off Southern Spain.

Specialising in bombing, the RAF Wittering-based detachment of 1 Sqn is led by Wing Cdr Mark Leakey.

Invincible will be accompanied throughout the four-month deployment by the support ship RFA Fort Victoria and will operate with various escorts, including the Type 23 frigates HMS Iron Duke and Monmouth and the Type 42 destroyer HMS Liverpool.

Some of the other key tasks for the ship during the period away include:

- Air defence exercises with the United States Navy, US Air Force and other allies off the east coast of the USA.

- Operating and exercising with the nuclear submarine HMS Triumph.

- Operating in the Adriatic in support of United Nations forces ashore in Bosnia.

She will return to Portsmouth at Christmas.

"We will be on watch in the global neighbourhood," her Commanding Officer Capt Roy Clare told *Navy News*.

"The operations conducted by HMS Invincible support UK security policy in the regions visited and are intended to strengthen her ability to operate at long range from home and to project air power from both the Fleet Air Arm and the RAF.

"Combining RAF jets with those of the RN plays to the respective strengths of each."

In Barcelona in December the ship would take part in a major seminar staged by the British Invisibles to promote investment opportunities in the City of London.

Two of the squadrons normally embarked in the carrier have lately enjoyed some unusual foreign detachments of their own.

The 'Aardvarks', 849 Naval Air Squadron A Flight based at RN Air Station Culdrose, joined up with the Royal Norwegian Air Force Station at Kjevik for Exercise Marvika, in which units

from France and the Netherlands also took part.

Air defence exercises involved Norwegian F16 and F5 aircraft with the Sea King Whiskey provid-



ing airborne early warning for a mainly anti-submarine warfare fleet.

Secondary roles included surface picture compilation and over the horizon targeting. Less familiar tasks for the 849 crews were submarine transfers and mountain navigation.

Meanwhile, as reported earlier, two Seakings of 814 NAS were embarked in HNLMS Zuiderkruis for a three month whirlwind tour of the eastern coast of the USA and the Caribbean.

It was the first deployment of this length involving the Fleet Air Arm since 1987 - although British and Dutch warships have operated regularly together as part of NATO for many years.

The aircrew had to put in a crash course in flight safety to qualify in operations from a smaller deck than they were used to. The Zuiderkruis is part of the Combined Belgium Netherlands task group, consisting of HNLMS

Tromp, Van Speyk, Van Der Zaan, Tjerkess Hiddes and BNS Westdiep.

It visited Halifax in Canada and then sailed into one of the worst storms in ten years off the East Coast.

Later the US Navy joined the group. Four destroyers and the nuclear submarine USS Providence allowed the Flight a chance to conduct some cross deck operations with two Arleigh Burke Class cruisers and continue advanced ASW training.

West Indies Guard Ship HMS Boxer joined the group for a couple of days - as did the Dutch Walrus Class submarine HNLMS Dolfin. The Flight supported the task group by flying 44 CASEXs within a ten-day period and notching up over 100 flying hours - mostly at night.

Ukrainian Ambassador Sergei Vasilevich Kommissarenko joined HMS Invincible for the day she sailed from Portsmouth. His visit was part of the Ministry of Defence's large bilateral programme with the Ukraine that included the joint exercise Cossack Steppe there last month.



● Above: as a mark of respect to Diana, Princess of Wales, a no fly period was observed by HMS Invincible on 6 September. A service conducted by the ship's Chaplain, the Rev Martin Poll, was held on the flight deck attended by a large number of the ship's company - as well as by the RAF men, whose Honorary Air Commodore the Princess was before she relinquished her royal duties (note the RAF Harrier GR7s in the foreground).

A book of condolence was completed during the day and forwarded to The Prince of Wales from Cadiz. Capt Roy Clare told *Navy News*: "Even those of us who had never met her recognised that they had lost a friend and it was entirely appropriate to suspend our operations during the day and hold a memorial service on board so that we could mark her passing, give thanks for her life and pray that her good work may be taken forward by others in her name."

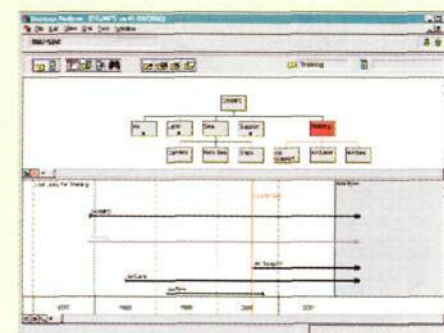
● Left: arriving on board for the first time in its new colours, K266 embarks with the rest of HMS Invincible's Carrier Air Group. As part of 814 Naval Air Squadron, the 'Flying Tigers' Seaking had recently returned from the international Tiger Meet held this year at Fairford. In the coming months it will be put to the test in exercises on both sides of the Atlantic, including the ultimate test of live weapon firings on the AUTEC ranges.



● Aardvarks in the Arctic - 849 Squadron A Flight over Norway.

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DIANA'S NAVY DAYS



● Princess Diana at the launch of HMS Cornwall, Yarrow's yard, Glasgow, 1985.

DIANA, Princess of Wales' closest RN affiliations were with the Type 22 frigate HMS Cornwall, which she launched in 1985, and HMS Vanguard, the first of the Trident submarines, commissioned by her in 1993.

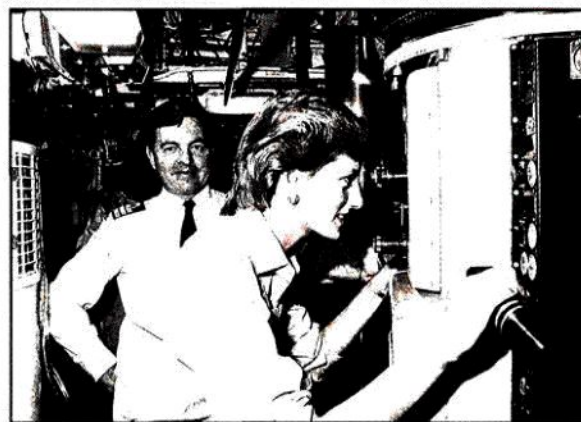
These photographs from our archives show all the style, easy informality and sense of fun the 'People's Princess' brought to them as to every other organisation with which she was associated.

"Diana was of course not only Princess of Wales but also Duchess of Cornwall and so has a very special link with us," the Cornwall's Commanding Officer Capt Anthony Dymock told *Navy News*.

"She took a close interest in the activities of the ship which she visited when her always busy programme allowed. Cornwall's captains called on her and there are many reminders of her about the ship in the form of paintings, photographs and books.

"Everyone who met her remembers her with great affection for her warmth and humanity and, like everyone else, we were devastated by the tragic news which will take time to come to terms with, not just our own selfish sense of loss, but the loss to her family, the nation and everybody around the world with whom she worked and whose lives she always brightened."

The CO of HMS Vanguard, Cdr Paul Abraham said: "Everyone marvelled at how relaxed and easy it was to talk to her. She was always fascinated to hear news of the submarine's programme, but more importantly of the crew . . . She will never be forgotten nor will her example fade."



● HMS Vanguard, 1993. The Princess inspects the Guard during the commissioning ceremony for the Royal Navy's first Trident submarine at Barrow-in-Furness.

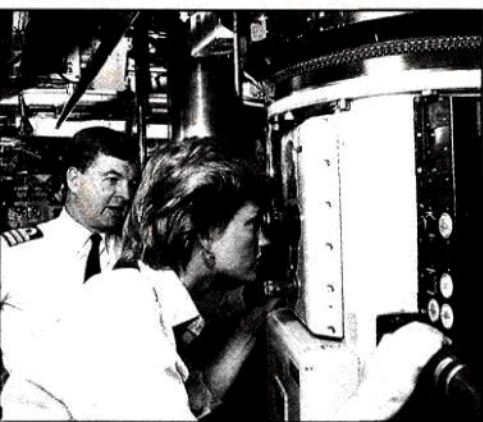


● Above: HMS Rothesay, 1987. On passage to attend the Highland Games on the Isle of Bute, the Princess served lunch to WTRs Malcolm Pounder and Sean Robinson as a reward for raising £70 for Help the Aged. She was also Duchess of Rothesay – and Rothesay was then the oldest frigate in the Fleet.

● Left: RM Commando Training Centre, Lympstone, 1985. Watched by a group of Wrens, Diana pauses to chat with Cadet Steve Harrison of the Lympstone RM Volunteer Cadet Corps.

● Right: HMS Drake, 1991. The Princess met the families of personnel serving in the Gulf War – and accepted a bouquet from five-year-old Carrie Gould, daughter of LS Ken Gould of HMS Brazen.





● Left: HMS Trafalgar, 1986. "I've had a whale of a time," joked the Princess of Wales as she disembarked from a day of exercises in the Firth of Clyde as the guest of the nuclear submarine HMS Trafalgar.

The boat had just returned from a visit to Brest, so she was treated to a cold buffet which included many delicacies brought from France in honour of the occasion.

She spent four hours on board – including a period dived – before flying back to Balmoral in a helicopter of the Queen's Flight.

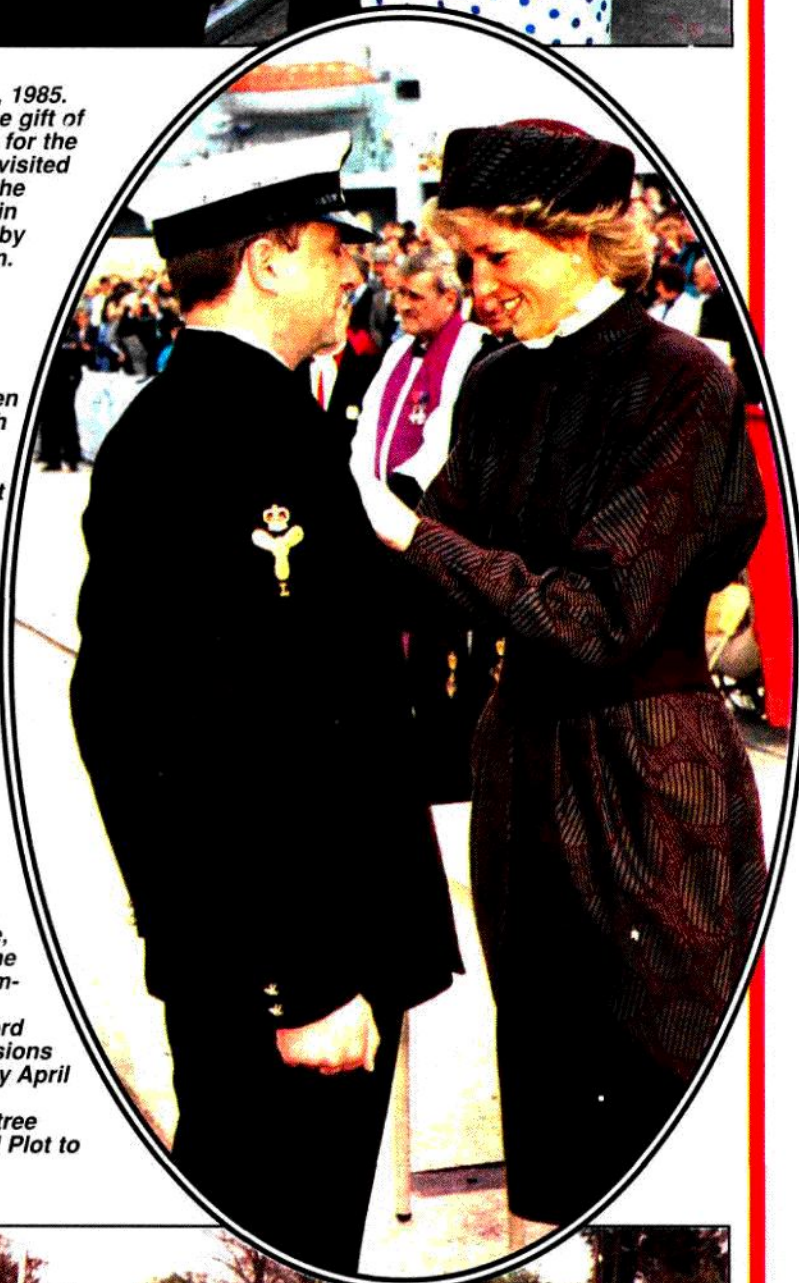
The first photograph in this sequence next day appeared on the front pages of almost the entire national press.



● Above: HMS Ajax, 1985. There was a surprise gift of a box of chocolates for the Princess when she visited the escort ship for the Royal Tour of Italy in Venice – presented by CCWEA Peter Martin.

● Right: HMS Cornwall, 1988. When the first of the Batch 3 redesigned Type 22 frigates commissioned at Devonport the Duchess of Cornwall, who launched the ship in 1985, presented a silver cup to be awarded annually to the winners of the inter-mess sports competition. And a Long Service and Good Conduct Medal to PO Michael Worley.

● Below: Britannia Royal Naval College, Dartmouth, 1989. The 18th century uniform-inspired outfit the Princess wore at Lord High Admiral's Divisions brightened up a grey April day. She planted a tulip tree sapling in the Royal Plot to mark her visit.



Scott – ‘a contrast to my artist friends...’

‘Make the boy interested in natural history’

CAPTAIN SCOTT'S death is one of the most publicised individual tragedies of the 20th century, one that still remains firmly fixed in the popular memory. Only lately has the myth

been punctured – notably by Roland Huntford's persuasive study of **Scott and Amundsen**, published in 1979, in which the professional and leadership qualities of the ‘Viking raider’ Amundsen who won the race to the South Pole were contrasted with Scott's, to the latter's detriment.

But myths rely little on fact; Scott's has scarcely been deflated as a result – and indeed still has room for expansion.

Beryl Bainbridge's superb fictionalisation **The Birthday Boys** is a recent example. Now comes Diana Preston's **A First Rate Tragedy** (Constable £16.95), in which a woman's mind again provides a fresh slant on how fame, glamour and early death made for a winning combination on the eve of World War I. As it always has.

There is not actually much new information in this much slighter study than Huntford's – to which she makes only passing reference – but she devotes a fair amount of space to Scott's wife, Kathleen Bruce, a bohemian sculptor whose exuberance “liberated and excited” him.

‘Sea Flight’ Fleet Air Arm Pilot, Hugh Popham's war-time flying exploits. *Illustrations: Indomitable, Eagle, Illustrious* £9.50pp. ‘A must for young and old’ ‘A Damned Fine Fellow’ Hugh Popham £22.50 pp. 1st biography of Admiral Sir Home Popham 1762-1820. ‘Fascinating... well researched’ Tom Pocock, *Mariners Mirror*. ‘His exploits... stuff of high adventure’ *Navy News*. Available: Old Ferry Press 53 Vicarage Rd, PAR, PL24 2PH. Tel/Fax 01726 813709

She had “a knack of getting away with things which would have sunk lesser women” – yet despite her five years study in Paris, during which she was on easy terms with the likes of Rodin, Picasso and Isadora Duncan, her diaries suggest she was still a virgin when she met her future husband.

She claimed she had been saving herself for a man worthy of siring the son on whom she had set her heart and “scrutinised any man she was interested in with the coolness of a genetic scientist”. Which hardly suggests a passionate nature.

She was no clothes horse – in later life she was described as one of the worst dressed women in London. But she had sex appeal and enjoyed the power it gave her over men.

The sinister self-styled magus Aleister Crowley found her strangely seductive; a frustrated young Swede became so enraged that he lay in wait for her with a revolver...

In the end, it was Scott – “this healthy, fresh, decent, honest, rock-like naval officer” as she described him – who possessed the unlikely qualities necessary to win her heart “as a contrast to my artist friends”.

Even so, she procrastinated over setting the date. The bohemian way of life still had its attractions. Another suitor was the young writer and lawyer Gilbert Cannan who seemed to have a *menage a trois* in mind – “hardly likely to appeal to a man like Scott”. (Cannan spent the last 30 years of his life in a lunatic asylum, one of his delusions being that he was Scott, the great explorer).

Eventually they tied the knot. Thereafter they had little enough time together – time enough to produce a child, Peter, likewise to become a naval hero and, more famously, a naturalist who also inherited his mother's artistic gifts.

After his birth, Kathleen tellingly observed that she “fell for the first time gloriously, passionately, wildly in love with my husband”.

It would be nearly a year after his death that she learned of it, from a wireless message received on board the RMS Aorangi between Tahiti and Raratonga as she headed for New Zealand – “eager to join her husband and to share in the triumphs of his return” an *Evening Standard* journalist ironically noted. Britain had got the message ahead of her.

On his return, one of Scott's expedition party found “the Empire – almost the entire world – in mourning”. Indeed, the sad news pushed much of the rest of the world's news off the front pages.

Emotional crowds packed into St Paul's Cathedral for a memorial service attended by the King. Within days an effigy of Scott appeared at Madame Tussauds. By July 1913 the Scott Memorial Fund had raised £75,000 – well over £3m in present day values.

Kathleen resumed her independent and gregarious life. She won increasing recognition as a sculptor, several examples of her work inevitably celebrating Scott, such as the one in Portsmouth Naval Base. In 1922 she married the politician Edward Hilton Young – after considering Lawrence of Arabia as a suitor. In some ways they might have been well matched.



● ‘Obsessively devoted to her son’ – Kathleen Scott with Peter, later a renowned naturalist, artist and television personality.

She was “passionately, even obsessively, devoted” to her son. It didn't seem to do him much harm. She lived to see him fulfil his father's own ambition for him. “Make the boy interested in natural history,” was his precise instruction in the letter addressed ‘To my widow’, written as he lay dying in the tent out on the Ice Barrier, just

11 miles from the depot of food and fuel that might have saved him and his last companions, Wilson and Bowers.

In achieving that ambition, Peter Scott also became one of the first and best-loved personalities of the television age.

– JFA



● Kathleen Scott's statue of her husband at Christchurch, New Zealand, one of a number she completed.



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Recognise any of these?

"CANDIDATES like Mr X do not grow on trees, they swing from them."

Following the success of his Jackspeak, Rick Jolly has put together in Confidence – an unashamedly politically incorrect (and completely authentic) Tri-Service guide to staff reporting which could save a lot of time and trouble in Personnel Assessment tasks...

Author's royalties (see order form on page 16) will go to the South Atlantic Medal Association (1982).

Here are a few more of the same penetrating characterisations – there are nearly 600 in total – to give you the general idea: "My Leading Regulator is not very smart. In fact, he is depriving a police dog of a promising career."

"I could not warm to this officer even if we were cremated together."

"The only person who drinks more beer in the Mess than this officer is his wife."

"I have advised Leading Seaman V that if they ever put a price on his head he would be well advised to take it."

"This General List Seaman Officer is so controlled, and so tight, that he is unable to perspire freely."

"It is stretching the imagination enormously to picture Officer Cadet D as the end product of billions of years of evolution."

"When unsure of himself, this young Officer mumbles; when in trouble, he delegates. In a peacetime Navy, he will probably go all the way to the top."

"The Admiralty Interview Board's opinion was that if Candidate E had just a little more sense, he could be described as a half-wit."

"Wing Commander A's final exit was true to form in that he failed to appear at a farewell luncheon arranged on his behalf."

"This Midshipman is recovering from an unusual accident which occurred at sea when a thought suddenly struck him."

King Alfred class pasted the Danes

ALFRED the Great is often held to be the original founder of the Royal Navy. It is a minor disappointment, then, that Vol 1 of Nicholas Rodger's hugely readable naval history of Britain, *The Safeguard of the Sea* (HarperCollins £25) offers scant evidence to support the claim.

Of course, he doesn't have much to go on; the chief source from the period *The Anglo-Saxon Chronicle* can be maddeningly short on detail. It tells us, for instance: "King Alfred had long ships built to oppose the (Danish) warships. They were almost twice as long as the others. Some had 60 oars, some more. They were both swifter and steadier and also higher than the others. They were built neither on the Frisian nor the Danish pattern, but as it seemed to him himself

that they could be most useful."

Which is all very well – but we know next to nothing about what is meant by Frisian or Danish patterns.

Alfred may well have had a hand in the ships' design – he knew both carpentry and seafaring – and if they had relatively deep draught and high freeboard they would have had better stability and be better suited to hand-to-hand fighting.

They might also have been faster – if they really had 60 oars then they would have been some of the biggest ships built in northern waters in the Middle Ages.

But, as the author says, what organisation, if any, lay behind them and in what sense Alfred may be said to have had, or founded, a navy, we cannot tell.

"All that can be said is that he brought an original mind to bear on the problems of naval warfare, which themselves were familiar to

every leader of his day.

"In Alfred's world no king could survive or flourish who did not understand ships and the sea."

This last is the keynote of Rodger's thesis in a story that actually stretches further back into the Dark Ages, to the Northumbrian conquests of Anglesey and the Isle of Man, which could hardly have been managed without ships...

It treats – for the first time, it claims – the presence or absence of sea power as "the permanent, inescapable condition of the country's political existence" and introduces more than a few surprises to that end.

Edward the Confessor, of all people, is shown to have been an astute and capable manager of the country's maritime strength – while William the Conqueror let our sea defences fall into such a dismal state that he had to buy off a new wave of

Viking invaders with Danegeld.

The end of this first volume falls in 1649 – when the state of the Navy was such that it proves the author's point exactly. Following the execution of Charles I the country was ruled by a military dictatorship. Abroad it had no friends and the foreign trade on which London and Cromwell's regime depended was exposed to heavy attack by Royalist privateers.

The part of the Navy which remained in Government control was "demoralised, disorganised, short of money, and stripped of most of its experienced officers."

This was only 60 years after the defeat of the Armada and the Elizabethan glory days of Drake, Hawkins and Co. And yet:

"Whatever other verdict might have been passed on England by a dispassionate observer early in 1649, it must have seemed that over a century's efforts to establish a permanent Navy, supported by an effective and durable political, financial and administrative system, had ended in disappointment if not outright failure."

Which makes for an appropriate cliffhanger to anticipate Vol 2 – in which, of course, the likes of Blake and Pepys will begin to set things back to rights.

– JFA

Admirals rate low in the Top 100

ACCOMPLISHED general that he was, it is a surprise to see George Washington heading a list of *The 100 Most Influential Military Leaders* (Robinson £7.99).

Lt Col Michael Lee Lanning is an ex-US Army man – and he argues that without Washington there would have been no Continental Army and without the Continental Army there would have been no United States, today's single most influential and powerful nation.

Well, he may have a point there. But of his hot one hundred another 12 are also American generals, there are only nine admirals (most of them near the bottom) and only two or three airmen.

Nelson heads the list of admirals, coming in at No 35 for "providing the foundation for many theories of naval warfare advanced by Alfred Thayer Mahan (38)."

The others are (in order) Nimitz (61), Fisher (67), Togo (68), Yamamoto (77), Doenitz (85), Farragut (87), Dewey (92) and Cochrane (98).

Saddam Hussein merits a place on the list (81, a few points above Doenitz) simply by still being there, still posing a threat to world peace. Had he been "removed from power during the war over Kuwait or had assassination attempts been successful, it is unlikely that he would merit note."

– JFA

Effing and blinding in a black hole

WHAT will language be like in a hundred years time? Come to that, what will bad language be like?

It's a minor consideration, but anyone creating a work of science fiction might be expected to find some interest in the question, with the example of Anthony Burgess and *A Clockwork Orange* before them.

Event Horizon, a tale of an encounter with a drifting spacecraft of sinister aspect, is a case in point. Fortunes, evidently, have been spent on devising new-look hardware and costumes; but if you turn off the image and listen to the soundtrack only, there is no sense of the future at all, more the routine profanity to be heard in the buffet car of a 1997 football special.

In other words, this is a movie that has been designed but not really written. And the director's



● A dramatic moment on board the abandoned spacecraft *Event Horizon*.

use of the device whereby an ominous silence is followed by a Dolby-assisted thunder crash is so frequent as to constitute plain bad manners.

Fortunately the ship is crewed by the likes of Sam Neill and Lawrence Fishburne, personalities sufficiently authoritative to negotiate the black holes in the plot as well as the ones the ship encounters.

Although there is no feeling of this being a British movie, the credits disclose that the outer reaches of the solar system are on this occasion located at Pinewood, in the heart of leafy Buckinghamshire.

Meg Ryan, familiarly perky as a squirrel, cute as a munchkin, submits to a radical image make-over in *Addicted to Love*.

Dressed in scruffy black leather, with ratty hair, a perpetual bad temper and a kissing technique that most closely resembles a headbutt, she is plainly announcing that the perhaps excessively lovable Meg of yesteryear is no more. This is a curious film, partly because its plot turns on the deployment of that barely-remembered Victorian amusement, the camera obscura (itself a reminder of why our word for the gadget we take photographs with is the Italian word for 'room').

And even odder is the fact that

the film sets out its stall as a comedy, even though its storyline – about obsessive love – seems altogether too dark and desperate to accommodate many laughs.

A haggard Matthew Broderick and a continental actor of indeterminate nationality named Tcheky Karyo are the guys on the scene. But this is primarily a Meg Ryan movie.

Samuel J. Jackson also shifts into a lower gear in *One Eight Seven* – the number is the police code for a

homicide. Jackson is best known as a tough guy: the super-cool hitman in Pulp Fiction, Bruce Willis's buddy in *Die Hard 3*. But in this rather alarming picture of the American education system he plays a teacher who at first sight is altogether meek and mild. But reminders of the actor's previous roles begin to surface when the teacher's more violently recalcitrant pupils start to quietly disappear...

This is another oddball movie, part thriller, part impassioned social pleading. But its intimation that turning up for class is only marginally safer than hitting the beach at Iwo Jima and that a hundred lines would only be taken as a reference to serious coke consumption must be an exaggeration. Mustn't it?

– Bob Baker.

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Screen Scene

into a lower gear in *One Eight Seven* – the number is the police code for a

homicide. Jackson is best known as a tough guy: the super-cool hitman in Pulp Fiction, Bruce Willis's buddy in *Die Hard 3*. But in this rather alarming picture of the American education system he plays a teacher who at first sight is altogether meek and mild. But reminders of the actor's previous roles begin to surface when the teacher's more violently recalcitrant pupils start to quietly disappear...

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Clearly showing the marks of her 40,000-mile voyage, HMS Trafalgar is nudged to her berth by tugs at Devonport. And (right) a homecoming salute from the Commanding Officer of HMS Trenchant, Cdr David Forbes.



Marathon ends for T-class subs

NONE the worse for wear after their trail-blazing world deployment, HM submarines Trafalgar and Trenchant have returned to their Devonport base.

The marathon, 40,000-mile Ocean Wave voyage took its toll noticeably but harmlessly on the soundproofing tiles cladding their casings. As well it might – Trafalgar, for instance, spent 154 days at sea, all but 17 of them dived.

She also became the first British nuclear submarine to circumnavigate the world via the Panama and Suez Canals, and was the first RN submarine to visit Pearl Harbor, Hawaii, for 11 years. She also visited South Korea, Hong Kong and Fremantle, and took part in operations in the South China Sea.

Trenchant also visited Hong Kong and Fremantle – the Australian port from where 52 years ago her wartime namesake left to sink the Japanese cruiser Ashigara. While in Fremantle, Trenchant was host to wartime submariners who now live in Oz.

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Just tell us on which other page Jack's joker character, shown here, appears. Tugg's monthly cartoon of Jack's adventures on page 6 does not, of course, count.

When you've found the joker figure, spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

2

- ☐ The battleship HMS Warspite saw action in both World Wars.
- ☐ Sir Walter Raleigh introduced the bicycle to Britain from America.
- ☐ The Royal Marines trace their history back to the 17th century.

Now tell us on which page you spotted Jack – Page

If you can fill in this coupon, the one which appeared in last month's issue and the coupon in the next edition of *Navy News*, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions.

When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than January 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the February edition of *Navy News*. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5.

The judges' decision will be final. No correspondence will be entered into. *Navy News* employees or their relatives may not enter.

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Going Outside

Steve in bid for title of top franchisee

THREE years after leaving the Navy to start a new career in franchising, Steve Tomlin (right) is one of nine finalists competing for the title of Franchisee of the Year – and a total of £10,000 in prize money.

Steve's achievements in running a McDonalds restaurant in Dumbarton impressed the British Franchise Awards panel, chaired by Sir Bernard Ingham, Mrs Thatcher's former press secretary and now

chairman of the British Franchise Association.

Since Steve took over the restaurant in November 1994 its sales have risen by 30 per cent to £1.5 million, and it now deals with 440,000 customers a year.

He told *Navy News*: "There's no doubt that my time in the Navy with its emphasis on efficiency and good personnel management has helped me provide the quality of service which has led to the sales increase."

When he left the Navy as a CPOA(WL) – including service in HMS Hermes and HMS Endurance – he chose a career in franchising after advice via the Tri-Service Resettlement Organisation.

After that he attended the annual National Franchise Exhibition at the NEC, Birmingham to find out more – and liked what he saw.

Starting out with limited capital, he nevertheless won the McDonalds franchise – and soon increased productivity in the Dumbarton restaurant. He now plans to expand his franchise to a second McDonalds by next year.

Results of the Franchise Awards will be announced on October 2 at



a gala dinner hosted by Midland Bank, joint sponsors of the competition with the Daily Express.

First prize is £5,000 with second and third prizes of £3,000 and £2,000 respectively.

The dinner will be held on the eve of this year's three-day National Franchise Exhibition at which Steve will this time be a presenter on the McDonalds stand.

The show, at the NEC, Birmingham, is on course to be even bigger than last year's record-breaker which had 200 exhibitors and more than 12,000 visitors. Successful and expanding companies from all over Britain will take part, all of them seeking new franchisees.

The British Franchise Association has organised a series of free seminars that run throughout the three days. Details about the exhibition can be gained from the Franchise Hotline 01203 426461.

Navy and college in new deal on NVQs

TRAINING and experience gained in Naval service can now count towards a National Vocational Qualification.

The Navy has negotiated a scheme in conjunction with Highbury College, Portsmouth, in which Service expertise can be taken into account for NVQs under the Accreditation of Prior Learning (APL) process.

The scheme involves compilation of a portfolio showing underpinning knowledge and recent evidence of competence matched to the range and skills stipulated in the particular NVQ.

For an information pack and guidance contact The APL Unit, Client Support Services, Highbury College, Dovercourt Road, Cosham, Portsmouth, Hants. (Freephone 0500 383131).

Transport training

ONE OF the country's leading logistics companies has joined with Lincolnshire Training and Enterprise Council to offer training for Armed Forces leavers.

The company, Transport Development Group plc, have been working with the TEC to refine a civilian training programme suitable for Service leavers.

For more information contact Geoff Binnigton, Group Training Administrator, TDG plc, Euroterminal, Westinghouse Road, Trafford Park, Manchester M17 1PY.



Uniform switch to animal welfare

THIS TRIO of former Royal Navy men have switched uniforms to join the fight for animal welfare as RSPCA inspectors. They are (from left) ex-CPOPT Michael Garrity, ex-PO(EW) Rob Mills and ex-RS(SM) Nick Zammit.

For Rob and Nick, the RSPCA training course brought the old friends together for the first time in 22 years.

Rob, now based in the Chichester area, said: "We joined the Navy together and were great friends, but to have lost touch completely and then just happen to join the RSPCA at the same time 22 years down the line is some coincidence."

Nick has also been posted to the South-East, while Michael has been stationed in north-west London.

Navy hosts equipment exhibition

HIGH-RANKING delegations from foreign navies were among those who visited Portsmouth Naval Base for the Royal Navy and British Army Equipment Exhibition.

Acting as a shop window for British defence companies, the Navy had Type 23 frigate HMS Lancaster and Sandown-class minehunter HMS Cromer on show, while RFAs Fort George and Sir Percival also attracted attention.

Press officer George Bath said the maritime section of the exhibition had been a great success.

"The quality of the missions and overseas delegates was extremely high," he said.

"Industry in particular is celebrating, and the Navy put on a very good display."

The RNBAEE attracted more than 200 exhibitors, and delegations from more than 50 countries were invited to attend.

Golden gift

NAVY apprentices have helped to create the Armed Forces' Golden Wedding gift to the Queen and Duke of Edinburgh.

Some of the 44 torches – 6ft tall medieval-style lamps – were made by people from RN establishments in Gosport, Portsmouth and Beith, in Scotland.

The electric lamps will illuminate the Undercroft, a dining area beneath St George's Hall in Windsor Castle.

Splendid missile

THE FIRST Tomahawk cruise missile firing from a British submarine is due to take place in a year's time.

The Navy has revealed that HMS Splendid has been chosen as the submarine which will launch the weapon during trials off the US naval base of San Diego, California.

By the year 2003 five Trafalgar-class boats and two of the older Swiftsure class will be equipped with Tomahawks which could reach any point over 85 per cent of the world's surface.

Decision on operational launch of a missile would be taken by the Government and carefully controlled from a dedicated building at Fleet HQ at Northwood in Middlesex.

The communications necessary to provide the data for a launch from a submarine at extreme distance from UK were tested in the summer, using HMS Trafalgar as the receiving submarine during her global deployment on Exercise Ocean Wave.



● **Coming and going** – Admiral Sir John Brigstocke (right) succeeds Admiral Sir Michael Boyce as Second Sea Lord and Commander in Chief Naval Home Command in a ceremony on board the flagship HMS Victory in Portsmouth. Admiral Brigstocke was Flag Officer Surface Flotilla, while Admiral Boyce becomes Commander in Chief Fleet.

Picture: LA(PHOT) Steve Lewis, 2SL.

NavySTAR links up the Fleet

ROYAL Navy information technology has taken a major step forward with the linking of HMS Cardiff to the NavySTAR system.

NavySTAR is designed to provide much of the Naval Service, uniformed and civilian, afloat and ashore, with all its administrative information systems in one unified network.

That means that the Type 42 destroyer, recently refitted at Rosyth, will be the first of more than 100 ships to be fitted out,

from submarines to minor war vessels, including the RFA.

New vessels will already be fitted for NavySTAR, which plugs into 50 existing networks ashore, using satellites where necessary.

As well as seeing to the logistical, personnel and operations management needs of units, NavySTAR also provides Navy-wide e-mail and office services, including word processing, through Microsoft Office.

In the case of HMS Cardiff, 37 Hewlett-Packard personal computers, each running Windows NT

3.51, together with six laptops and 13 printers, comprise the NavySTAR system – a big improvement on the previous dumb terminals and stand-alone PCs.

Launching the Cardiff installation, Commodore Robert Howell, Director, Communications and Information Systems (Navy) said it had been three years hard graft to reach that point, but it brought the Navy right up to date.

Early reactions from users on board HMS Cardiff were said to be enthusiastic.

World of Bond

VISITORS to Portsmouth's Historic Dockyard can now enter the World of 007.

The official James Bond exhibition attracted some 6,000 visitors to Boathouse 6 during its first two weeks.

The exhibition, which ends on January 11, includes 007's Aston Martin DB5, Jaws' steel teeth and Scaramanga's golden gun.

There are also displays on Bond and author Ian Fleming's naval connections, and CD-ROM stations showing how the films are made.

Tickets cost £4.50 for adults, £4 OAPs and £3.50 children.

N.I. duties for Hunts

IT'S all change at the Northern Ireland Squadron as three Hunt-class minehunters are set to take over patrols from River-class ships.

HM ships Itchen, Arun, Spey and Blackwater will be replaced by HM ships Cottesmore, Dulverton and one other. Cottesmore is nearing the end of her refit and conversion at Rosyth, and Dulverton should be ready by late March.

A MOD spokesman said: "As the Northern Ireland Squadron requirement becomes updated with refitted Hunt-class vessels, the River-class minesweepers currently in operation will be progressively handed over to the Brazilian Navy over the course of 1998."

Peace prize – and new name

A DATE has been set for the award of the Wilkinson Sword of Peace – shortly before the recipients assume a new identity.

The prestigious peace honour for 1996 was won by the Inshore Training Squadron, marking the professionalism, diplomacy and dedication displayed by squadron personnel during deployments which took craft as far as Russia and Spain.

The sword is due to be presented in Portsmouth on November 28 by the First Sea Lord.

And on December 1 the Inshore Training Squadron officially becomes the First Patrol Boat Squadron, reflecting their broader horizons and the capabilities of the ships.



● **Back home** – locomotive Lord Nelson arrives at Eastleigh.

Picture: Paul Watts, Southern Daily Echo.

Nelson returns

THE LAST surviving steam locomotive of a class which celebrated Royal Navy heroes has returned to its Hampshire home.

The 83-ton Lord Nelson, with 57-ton tender, was built in 1926 in Eastleigh. Subsequent engines included Sir Francis Drake and Sir Walter Raleigh.

Lord Nelson class 4-6-0 locomotives would have been familiar to generations of sailors in the South, as they hauled the most prestigious passenger trains, including the Golden Arrow and Bournemouth Belle.

They were withdrawn in 1961 and 1962, and all broken up with the exception of Lord Nelson.

Now the engine, the most powerful of its type in the world at the time, has been brought by road from Lancashire, and the National Railway Museum at

York has given the Eastleigh Railway Preservation Society permission to restore it to full working order.

The Society is keen that the engine features in Millennium celebrations, and also have an eye to the bicentenary of the Battle of Trafalgar, believing a position beside Nelson's flagship would be ideal in 2005.

In the meantime the wheels of a £150,000 restoration project have been set in motion, but the society is keen to involve volunteers with engineering skills who could work under their guidance – and with the engine's Naval link, apprentices or students from the Navy's engineering or training establishments who have time to spare would be warmly welcomed.

If anyone can help, they should ring project leader Jesse Moody on 01703 614368.

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GOOD LUCK TO STEVE TOMLIN FROM ALL AT McDONALD'S

WHEN IN 1805 Nelson fought his greatest battle, his victory obscured an earlier encounter which 200 years ago this month was fought with as much at stake and with tactics which were hailed as innovative when they were later used at Trafalgar. In the earlier battle – of Camperdown – Admiral Duncan captured almost two-thirds of a Dutch fleet that threatened to open the way to Napoleon's conquest of our 'nation of shopkeepers'. In the latest of a series of special articles, Colin White, Deputy Director of the Royal Naval Museum, examines Duncan's bloody, decisive yet almost forgotten victory, the scale of which was greater than any previous sea battle of the war. . .

On October 9, 1997, early in the morning, a small lugger, the *Speculator*, hurtled into Yarmouth Roads flying the signal 'Enemy at sea'.

She found there the North Sea Fleet, under Admiral Adam Duncan, taking on much needed supplies and water after a punishing 19-week cruise.

It had been a dark year for Britain, dominated by the threat of invasion. First there had been the possibility of a combined attack by the fleets of France and Spain, but this had been averted by the British victory at the Battle of Cape St Vincent on February 14. Then the two main home fleets at Spithead and the Nore had mutinied, leaving Britain apparently undefended. The Dutch, too, had appeared to be planning to join their ships with the French; which was why Duncan and his fleet had been out on their exhausting patrol. Now it seemed the long-awaited Dutch move was under way – just when their backs were turned.

Hurriedly, Duncan put to sea, even leaving some of his ships behind in his haste. A fresh northeasterly was blowing, and so he reached the Dutch coast by dawn on the morning of October 11. There he sighted the Dutch under Admiral de Winter about 15 miles south of Texel, close to the Dutch village of Kamperduin whose name was later anglicised to Camperdown.

The two fleets were fairly evenly matched. By the time battle was joined, Duncan had gathered together 16 battleships, including two small and elderly 50-gunners. The Dutch had 18 battleships – but a number of these were also small and obsolete.

De Winter expected his opponent to take time to concentrate his ships in line of battle but, realising that the Dutch were constantly edging away into shallow water, Duncan decided to attack at once. Hoisting the signal 'Pass through enemy's line', he threw his fleet into battle in roughly two groups. One, led by his own flagship HMS *Venerable*, attacked the Dutch centre; while the other under his second-in-command, Richard Onslow in HMS *Monarch*, headed for their rear.

Interestingly, the plans of this headlong attack look uncannily like the familiar diagrams of the opening stages of the Battle of Trafalgar.

Although disconcerted by this sudden onslaught, the Dutch ships fought bravely but they were no match for their more experienced and better trained opponents. The battle disintegrated into a series of bloody duels between single ships and small groups and, in such conditions, the superior British gun-

The battle that made Trafalgar possible



● Duncan accepts the surrender of the Dutch Admiral de Winter on board the British flagship HMS *Venerable* – a painting by the contemporary artist John Singleton Copley. Below, a painting by Harold Wyllie represents the battle in full swing. Both works are in the City Council art collection in Dundee, Duncan's home town.

nery began to take a deadly toll. One of the most effective British ships was HMS *Director* commanded by William Bligh of Bounty fame. Under his capable command she contributed to the capture of at least three ships, including de Winter's flagship the *Vrijheid*.

There were many acts of individual bravery during the battle, but one in particular caught the popular imagination. At one point the

Venerable's colours were shot away. A young seaman from Sunderland, John Crawford, immediately took a new flag from the locker and gathered together some nails. Climbing to the main topgallant masthead, he then nailed the new colours in place. His exploit was depicted in special prints and on commemorative jugs and ceramics. And when we speak of 'nailing our colours to the mast' we are, perhaps unknowingly,

referring to Crawford's special act of gallantry at the Battle of Camperdown.

After a fierce conflict in which the total casualties were well over 2,000, the Dutch lost 11 ships. Admiral de Winter, whose flagship had been set upon by three British ships, finally went on board the *Venerable* to surrender. Duncan courteously refused to accept his sword and shook his hand instead. As they stood there on the battered

quarterdeck – two burly men well over 6ft – de Winter commented wryly how remarkable it was that they had managed to escape without a scratch.

Eleven ships captured out of 18 was a magnificent total, far exceeding any previous battle of the war. And, for the second time that year, the threat of invasion had been averted. When the news reached home there was widespread rejoicing. Duncan was made a viscount, gold medals were distributed to the admirals and captains, and presentation swords were presented by the City of London (Admiral Onslow's medal and sword are on display in the Royal Naval Museum).

As was customary, London was brilliantly illuminated to celebrate the victory. There were bonfires, special displays on public buildings, and candles were placed in the windows of private houses. At one point a mob rampaging through the streets noticed that the windows of No.141 Bond Street were still darkened. They hammered on the door, demanding to know the reason for this lack of patriotic fervour, and were told that a Naval officer who lived there was in bed recovering from a dangerous wound. When they heard his name they went quietly away muttering: 'You will hear no more from us tonight'.

The officer's name was Horatio Nelson, then still recovering from the loss of his right arm, and con-

vinced that his career was finished. In fact, of course, his great moment of glory at the Battle of the Nile was less than a year away. . .

Warships to visit Dundee

THE DUTCH frigate HNLMS *Van Nes* will join the British Type 22 warship HMS *Montrose* at Dundee for the city's weekend commemoration of the 200th anniversary of the Battle of Camperdown.

Both ships will have admirals embarked – Flag Officer Scotland in *Montrose* and a Netherlands flag officer in the *Van Nes*.

Members of the ships' companies will be present for the unveiling at Dundee on October 11 of a 7ft statue of Admiral Lord Duncan.

Courtesy calls and goodwill visits will be made by the RN and Dutch naval personnel, and the people of Dundee will get an opportunity to visit the ships when they are open to the public.



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ATTRACTIVE, INTELLIGENT brunette, 24 seeks marine / sailor penpals 25+. **BOX Oct 7**

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RED, BUT level headed female, seeks intelligent, fun male. **BOX Oct 9**

GILL, 30, 5'3" bubbly blond, occasional bouts of normality, GSOH. **BOX Oct 10**

22 YEAR OLD single mum seeks honest, single penfriends 23+. **BOX Oct 11**

ATTRACTIVE, SLIM blonde, 30 seeks good looking fella penpal/meet. **BOX Oct 12**

WARMHEARTED, FUN loving, articulate, affectionate, slim, thirtysomething graduate seeks naval man/airman. **BOX Oct 13**

2 SAILORS seek 2 lively females 18-24 for friendship, clubbing. **BOX Oct 14**

LESLEY, 38, VGSOH seeks romantic single sailor 35+ for penpal/relationship. **BOX Oct 15**

JULIE, L 30's, shy sincere, seeks genuine penfriend please. **BOX Oct 16**

YOUNG, SINGLE Leeds nurse, seeks male penpals for friendship. **BOX Oct 17**

VIVACIOUS LADY, 26 enjoys travel, adventure, seeks outgoing penpal - photo. **BOX Oct 18**

ATTRACTIVE FEMALE, 35 seeks tall servicemen for fun and friendship, photo appreciated. **BOX Oct 19**

SINGLE PETITE 35 - GSOH, Likes sports, cinema, theatre, music, writing. **BOX Oct 20**

I'M 37, dark hair, hazel eyes, fun, witty, good humoured. **BOX Oct 21**

NAUGHTY, CHEEKY lady, 33 seeks daring saucy sailors for fun correspondence. **BOX Oct 22**

SYLVIA, 52, blonde 5'4" seeks friendship/relationship with caring officer. **BOX Oct 23**

ONE'S LONELY two's company, pen-pal sounds good, make my day. **BOX Oct 24**

DEBBIE, SINGLE, 27 GSOH seeks single male penfriend. **BOX Oct 25**

FEMALE, 36, GSOH, seeks sailor for fun and friendship 28-38. **BOX Oct 26**

LINDA: 35, single, christian lady seeks kind, single gentleman penpal. **BOX Oct 27**

DUTCH C.P.O., single, 42, living in London seeks lady penpal. **BOX Oct 28**

36, SINGLE, attractive, GSOH, brunette, n/s, seeks tall attractive naval penpal. **BOX Oct 29**

BUSY, DIVORCED working mum, 43 WLTm officer 45-55 for friendship. **BOX Oct 30**

CARROT CRUNCHING, country girl 17, rooting for someone different. **BOX Oct 31**

LIVELY PRINCESS (36) seeks frog. Fed up with kissing toads. **BOX Oct 32**

NIKKI, 28, very attractive, seeks sailors/marines for correspondence, perhaps romance. **BOX Oct 33**

JULIE-30, fun, adventurous petite blonde - seeks dashing marine/sailor correspondence.. **BOX Oct 34**

CLARE - PORSMOUTH, (28), Sports student, blonde, attractive, seeks Naval friends. **BOX Oct 35**

RETIRED OFFICER, 44, seeks WREN (30-40) for correspondence/discreet relationship. **BOX Oct 36**

CATHRINE, 34, single, in need of interesting sincere, penpal. **BOX Oct 37**

FRIENDLY CORRESPONDENCE offered to H.M. Forces from mature lady graduate. **BOX Oct 38**

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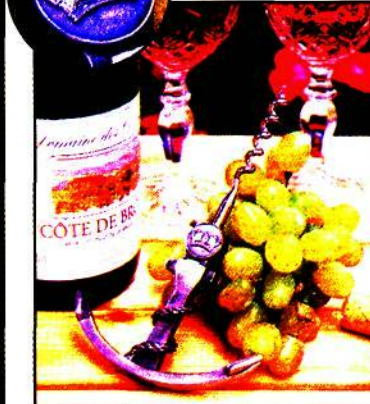
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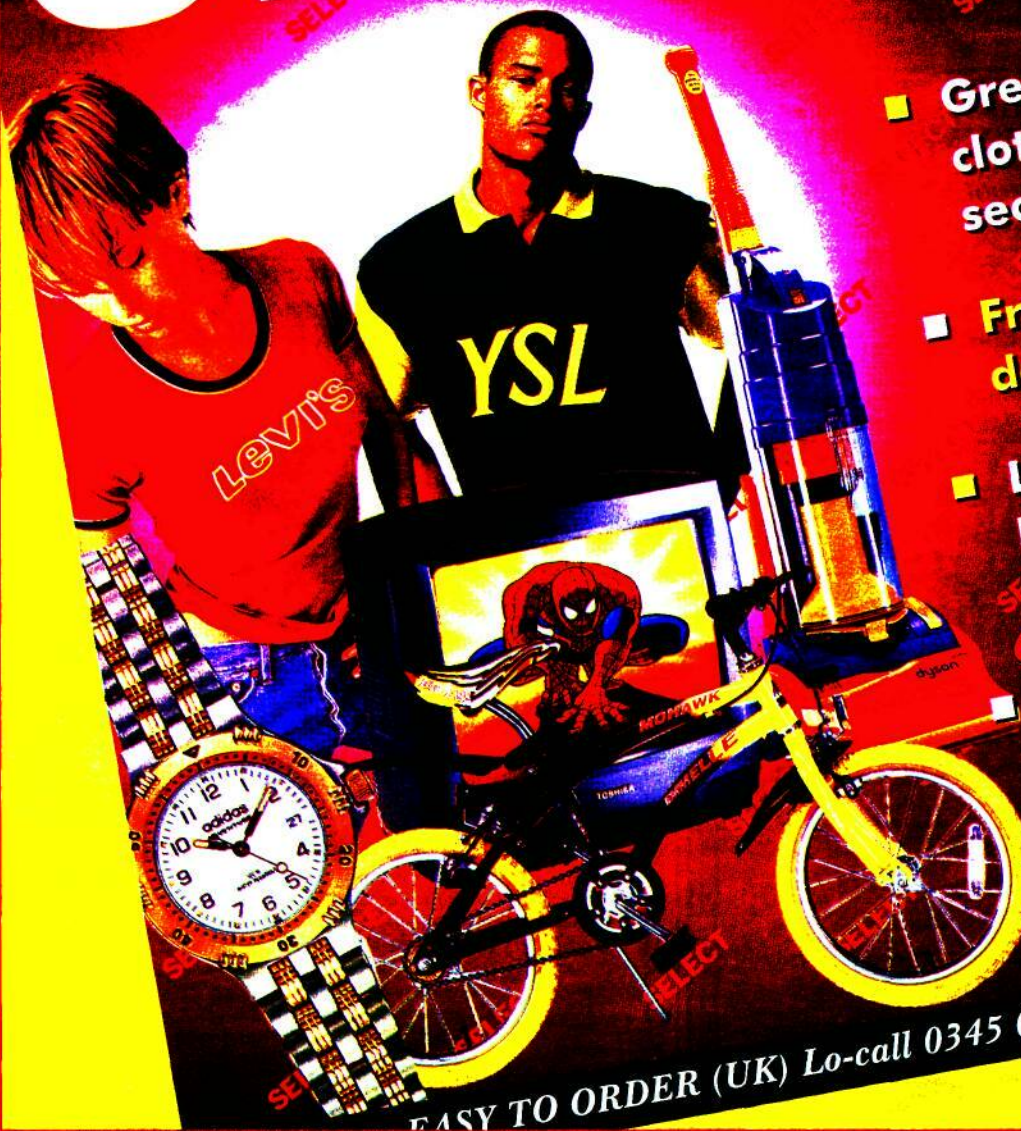
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Education and Courses

Peter socks it to 'em in Pompey!

LIKE all other ships of her day, HMS Warrior (1861) would have been plagued with rats – they might have steered clear of Peter Newman, though.

The winner of our May education competition is a student at Christ's Hospital School, Horsham where the uniform has not changed much since its foundation in 1552.

It originally featured yellow stockings (now socks) that were dipped in a solution designed to keep rats from biting your ankles!

Peter (15) went on board HMS Warrior at Portsmouth to receive his prize – a set of the Children's Encyclopedia Britannica – from Sarah Jacobs and Lisa Taw.

And to give the girls a quick flash of his highly-coloured hosiery...

He also received a set of tickets to visit the rest of the historic ships – HMS Victory and Mary Rose – donated by Flagship Portsmouth.

Peter comes from a naval family and is a keen rugby player looking forward to joining the school team on a three week tour of South Africa.

Christ's Hospital had its origins in the City of London where it was formed to keep the children off the streets! It is now based in Horsham, set in four square miles of scenic countryside, and has 850 co-ed students.

It still keeps close contacts with the City, though, through its marching band which annually leads the Lord Mayor's Show and this year was invited to play at Lords cricket ground.



● The socks say it – Peter Newman collects his prize on board HMS Warrior at Portsmouth.

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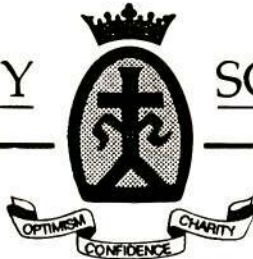
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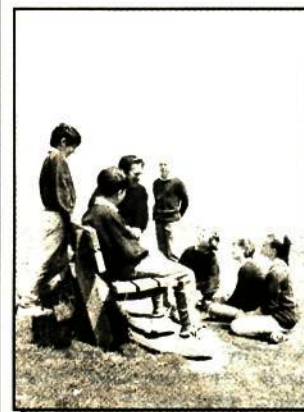
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Ref: RM/43681/SC

The Charity Commissioners have made a Scheme for this charity. A copy can be seen for the next month at the office of the Civil Secretary, Royal Naval College, Greenwich, London SE10 9NN or a copy can be obtained by sending a stamped addressed envelope to Woodfield House, Tangier, Taunton, Somerset TA1 4BL, quoting the reference above.

Compulsory testing team is sweeping through the Royal Navy

The drugs busters

IT MAY not be as spectacular as the drug squad's dawn raid, but the visit of the CDT team can be just as devastating.

As you start work, you are told your name is on the team's list. If you are clean, it's a minor inconvenience, and you will soon be back to work.

If you are a drug misuser, you'll be kicked out of the Navy, probably within a month.

Many members of the Navy lie within the critical age groups for drug misuse, and an anonymous sweep last year showed that nearly two-thirds of new entry ratings and Royal Marines other ranks claimed they had taken drugs at some time in their lives.

Risk

Surveys indicated that the problem in society was on the increase – but the vast majority of Navy personnel were in favour of weeding out the misusers, who could pose a risk to themselves and others in their unit.

The result is a CDT programme which is scrupulously fair, entirely random – and brings a swift and ignoble end to the careers of those who misuse drugs.

Not only is CDT designed to catch the guilty unawares, but it also acts as an effective deterrent. At least four or five units are visited each week – two overseas visits were made to Ocean Wave units – and there is no pattern to the visits, so a ship or establishment could be tested two days running.

One early finding from the programme, which

MIKE GRAY watches the work of the Compulsory Drug Test team at HMS Dryad. Pictures by LA(PHOT) STEVE LEWIS (2SL).

began on April 1 this year, is that drug misusers in the Senior Service would seem to be few and far between.

More than 100 units have been tested so far, yet only 11 people have tested positive – 0.12 per cent, compared with, say, the 15 per cent of 20 to 25-year-olds in the general population which the 1994 British Crime Survey classed as regular drug misusers.

The key to RN CDT policy, as formulated by Directorate of Naval Service Conditions (DNSC) desk officer Lt Cdr Sally-Anne Keefe, in partnership with the existing Army programme, is the element of surprise. No one escapes the net if it closes on them, man or woman.

Even the First Sea Lord was randomly selected for testing during the CDT team visit to MOD.

"We have been to ships and shore establishments, large and small, at home in the UK and abroad, ashore and at sea," said CDT team leader WO Keith Laycock.

"Once we have targeted a unit, a software programme generates a list of personnel in random order," said Lt Cdr Keefe.

"We will have decided what percentage to test, and then it is simply a matter of starting at the top of the list and going down until we have reached that figure."

"The present incidence of misuse, 0.12 per cent, is very low. It's good – it's very encouraging."

"We didn't introduce CDT because we thought we had a problem. It's because drug mis-

'Victims' support CDT

Support for CDT seems widespread among the 150 selected from HMS Dryad personnel and those visiting on courses.

Cdr Mike Pearey, on the Commanding Officer Designate course, said: "As someone going back to sea to command a ship it's a tremendous confidence booster to know your people are being subjected to this, and it's good for them, too."

"For example, they are able to better reject peer pressure at home, because it could result in them losing their job."

Colleague Capt Richard Ibbotson echoed those thoughts: "It's the first time I have been through this system – and I'm heartened to see the checks and safeguards involved."

OM2 Jon Harvey said: "It's important, because you do not want your oppo having flashbacks or suddenly going wrong on you and getting you both killed."

● Time's up! AB(EW) Tom Pennington is reminded by a CDT monitor that the process is simple – and quick.



● Taking on water – CPO(R) Bren Phelan is encouraged to provide a specimen.

use in civilian society, our recruiting base, is on the increase, and we have a duty of care as an employer."

The CDT team of four arrives at a unit and sets up, briefing unit personnel who will act as monitors and collection assistants.

"We think it is important that the unit is involved – the partnership shows that the unit is fulfilling its responsibility in trying to combat drugs," said Lt Cdr Keefe.

Those to be tested are briefed, then each is assigned a monitor, who stays with them throughout.

Barcode

A specimen is produced by the individual, which is divided between two bottles. The bottles are sealed and labelled with a unique barcode – no names are used – and the specimens are taken in secure boxes to the Laboratory of the Government Chemist.

The results, still identified by barcode, are then grafted on to the CDT team's data, and passed on to DNSC.

Results should be ready in ten days – and the consequences of wrong-doing are almost as swift.

A positive result is relayed to the individual via DNSC and the individual's Commanding Officer, and

for officers – more cost-effective than trial by court martial.

If the individual appeals, the second bottle may be tested at an independent laboratory at his or her expense. If that proved negative, the cost would be reimbursed and no further action taken.

"Fairness to the individual is our creed," said Lt Cdr Keefe. "We are doing this for the benefit of the Service as a whole, but not at the expense of the individual."

Refusal to provide a specimen can prove more painful than a positive result – disobeying orders brings the distinct possibility of a spell in the glasshouse, as well as dismissal. No one has yet refused.

Although CDT avoids Regulating Branch territory, there is still scope for a full investigation, if, for example, a large number tested positive from one mess.

The normal disciplinary procedure, plus the threat of detention and dismissal, will still apply for possessing or supplying drugs – though these offences are not recorded in the CDT figures.

The 11 caught to date are all male junior ratings showing traces of cannabis, with two also testing positive for amphetamines.



Crowds flock to Navy Days

PLYMOUTH Navy Days enjoyed a huge upturn in visitors with more than 55,000 people pouring into Devonport over the late August Bank Holiday.

New attractions, such as the chance to go below decks on the SSNs HMS Torbay and Valiant, guided coach tours of the heritage displays and boat trips to RFA Olwen proved extremely popular.

A 3,000-seat purpose-built stadium in the main arena, the four marching bands, and daily air and sea display by Sea Harrier, Sea King and Lynx aircraft and RN rigid raiders added greatly to the success of the event.

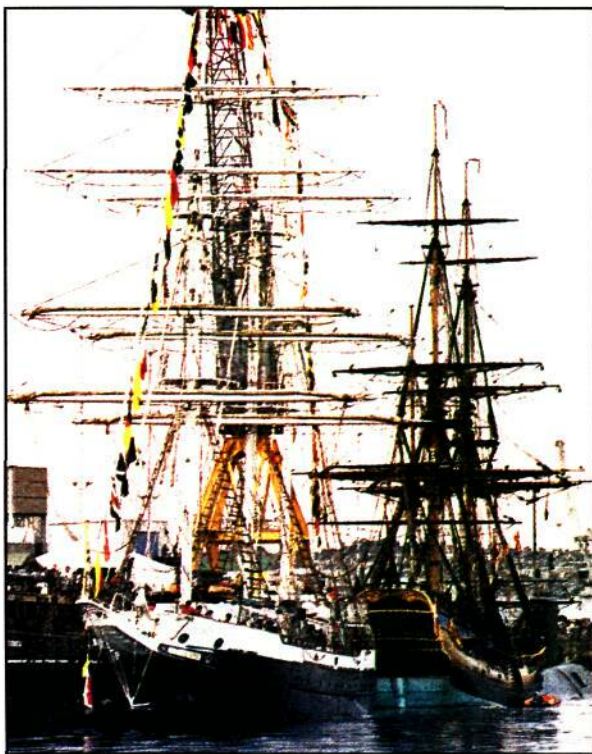
RN ships on show included everything from frigates to survey vessels and minesweepers.

Parachuting displays by the Royal Navy Raiders and the Red Devils thrilled the crowds, and the presence of three large sailing vessels and ships from foreign navies gave the visitors

plenty to see.

Highlights of the arena events included a military tattoo, mini-field gun competition and a displays by the MOD Police and RMR.

In a signal to all involved, Director General Fleet Support (Ops) Rear Admiral Brian Perowne said: "The quantum leap in visitor numbers, against the recent trend to decline, bears huge credit to everyone's hard work and re-establishes Navy Days in the forefront of RN-in-the-public-eye events."



● Past and present – Type 22 frigates HMS Brave (far left), Coventry (centre left) and Cornwall, contrast with sailing ships Lord Nelson (above, foreground) and Endeavour.

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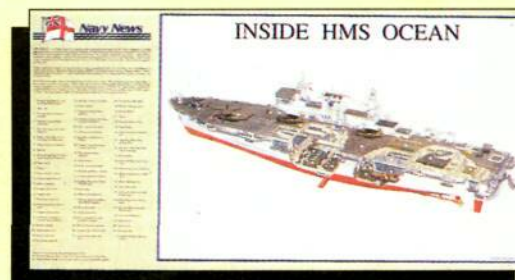
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New Releases on Special Offer: ACTION STATIONS
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Over to You

HMS Glorious, Ardent, Acasta: Would survivors and relatives of those killed in action on June 8 1940 please contact Gerard Salt, 18, Abbey Fields, Wistaston, Cheshire CW2 8HJ, tel 01270 652252.

Thomas Cusack: Thomas's great-nephew Brian Forristal is trying to gather information on his RN career. Thomas was born in Waterford City in 1898, and died 20 years ago. During the last war he served in HMS Lowestoft and HMS Valiant. If anyone who served with Thomas can help, please contact Brian at 7, Glen Terrace, Waterford City, Ireland, tel 051 79849.

HMS St Vincent (1927-68) Association: For further information about membership please contact the Membership Secretary Mike O'Leary, 322 Lauderdale Tower, Lauderdale Place, Barbican, London EC2Y 8NA, tel/fax 0171 628 1473, e-mail 106373.321@compuserve.com.

National Maritime Museum of Ireland: Cdr Sam Hawkins, RNR (rd) recently visited this museum in the Mariners' Church at Dun Laoghaire. The museum is collecting ships' badges of Irish-named HM ships, and if anyone would like to donate one, the address is the National Maritime Museum of Ireland, Haigh Terrace, Dun Laoghaire, Co Dublin, Ireland.

North Shield Squadron: The John Wayne Cancer Institute in California is studying the genetics of a Belize-based family with Paget's disease, and they have traced details back as far as a man named William Leslie, form Scotland. He was said to be the captain of the barque Hopewell, and a commander in the Northshield Regiment. He died in 1843 in Belize. If anyone can provide information on the barque Hopewell, the Northshield Regiment or the North Shield Squadron of Navy ships, please contact Allie Coronis on 310 582 7117 (calls will be returned immediately), fax on 310 449 5259, or e-mail at fsinger@ucla.edu.

HMS Wishart and Wrestler: Robert Hodgkinson is seeking any information on these World War II destroyers, and particularly on the incidents of May 2, 1942, when the ships finished off U-74 in the Mediterranean after his father's Gibraltar-based Catalina flying boat had depth-charged it. Contact Robert at 119, Parker Drive, Prince George, BC, V2M 4S7, Canada.

HMS Fidelity: Genuine researcher seeks information from ex-officers and crew of the Q-Ship who served with Supply Assistant, later AB, James Millar between July 1941 and December 1942. Also seeking photos, documents or correspondence, and copy of the hardback book *HMS Fidelity* by Marcel Julian. Contact G.G. Millar, "White Gables", Amroch, nr Anstruther, Fife KY10 2RQ, tel 01333 720260.

HMS Dulverton, November 1942: If anyone has a photograph of this destroyer, Bletchley Park Museum would like to hear from them as they are anxious to add a copy of such a picture to the display on the joint attack carried out with HMS Petard. Contact John Gallehawk at the Museum, Bletchley Park, Milton Keynes MK3 6EF, or telephone on 01908 640404 or 0181 842 3278.

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Moorelands WRNS' Quarters, Havant: Mr G. Maidment is researching the history of this building, which now houses Havant Museum, but was used as a wartime WRNS quarters; he would like to hear from anyone billeted there. There will be a small exhibition on its history from October 7-11. Contact Mr Maidment, Senior Museum Assistant, Havant Museum, 56, East St, Havant, Hants PO9 1BS, tel 01705 451155.

Sidney Morrison: Sidney's granddaughter is seeking naval pals of the stoker, who served in HMS Calcutta, Cardiff, Pembroke, Foxhound and Achilles, and was killed in HMS Whirlwind in 1940. He married Gladys, nee Field, originally from Gosport, last known address 56, Ordinance St or 123, Pagett St, Chatham, Kent. Any information on them and their children gratefully received on 01247 821574.

Cheltenham Sea Cadet Unit is compiling a Roll of Honour for ex-cadets who have entered the Royal Navy or Royal Marines since the unit was formed in 1939. Ex-cadets can contact the Commanding Officer, Cheltenham Sea Cadet Unit, Stoneville St, Cheltenham, Glos GL53 8PH.

HMS Codrington, June 12-13, 1940: This vessel was the flotilla leader of a team of six British and two Canadian destroyers which took off some of the remnants of the BEF from Le Havre and conveyed them to Cherbourg - can anyone tell Mr L. Harris the names of the British destroyers involved in this action? Replies to Mr Harris at 17, Chichester Rd, Tilehurst, Reading RG30 4XN, tel 0118 942 1562.

CPO E. Purchase, 299457: A Stoker, believed to have served on the 1896-1926 HMS Dido and in the Great War. Would any living relative please ring the RN Careers Office in Essex on 01245 355134 to discuss the return of his medals.

CPO T.C. Wormleighton: Roy Sheldrake bought a clock at auction in Greta Green in 1995. A brass plate on the clock states: "Presented to T.C. Wormleighton CPO by Captain and Ship's Company, HMS Sturgeon, April 17, 1922", and on the back "From Hoefler and Co, 45 Marlborough Street, Davenport, March 25, 1922." Mr Sheldrake wonders why such a presentation was made. Any information on the clock, the man or his family would be welcomed at 7, Ramin Park, Drumahoe, Londonderry, N. Ireland BT47 3RZ.

James Johns: Mr R. Chalwin is hoping to trace descendants of J.W.S. Johns, born in Co. Durham in 1887, moved to Cornwall 1901, married Nellie Cottle in 1909, at which time he was serving in HM Submarine C24. Brothers and sisters were John Henry Arthur, Edward Edwin Gordon, Ada Jane and Albert. Please write to 4, Sycamore Close, Shipham, Wincoboe, Somerset BS25 1TY, or telephone 01934 842653.

SS Umvuma: Mrs T. Duxbury is seeking any information or survivors from this ship, torpedoed off Mauritius by German U-boat in August 1943 - her brother was on board when it was attacked. Contact Mrs Duxbury, nee Quinn, at 30, Charnwood Rd, Huyton, Liverpool L36 2NU, tel 0151 289 2681.

HMS Spartan: Sunk Anzio, January 29, 1944 - possible book. Please help with memories, thoughts, info. Contact Pat Smith on 01277 225342, c/o 27, Gerrard Cres, Brentwood, Essex CM14 4JU - she is niece of the late W.B. Smith PO Radio Mechanic.

Spithead Royal Review 1953: Mr Percy Scott would appreciate copies of press cuttings, photos and any other information about the Royal Review at Spithead. He was on board the midshipman training ship INS Tir. Contact him at 2, Woolfield Cres, Kempsey, NSW 2440, Australia.

Ship's leaflets: Michael Sanchez collects RN information leaflets, and is seeking leaflets or 'Welcome Aboard' pamphlets for HMS Intrepid and the following classes: Type 42 destroyers, Type 21 frigates, Leander-class frigates, Rothesay-class frigates, Tribal-class frigates and Country-class destroyers. Write to Michael at PO Box 455, Gibraltar.

Royal Navy and French Navy: Author Anthony Clayton is researching the relation-

ship between the two navies in the period 1919-1939, and would be grateful for any recollections, records etc. Contact Dr A. Clayton, CSRC, RMA Sandhurst, Camberley, Surrey GU15 4PQ.

HMS Jervis Bay: Mr F. Ilderton recalls returning to base at Queensborough after an evening out during World War II, and hearing sailors in a pub sing a moving song about the armed merchant cruiser HMS Jervis Bay. Does anyone know the actual words of this song? Contact Mr Ilderton at 17, Sabina Rd, Chadwell St Mary, Grays, Essex RM16 4PJ.

Camouflage: Alan Raven would like to hear from anyone who served in any vessel of the Home Fleet in 1940 as to the colour and/or camouflage that their ship may have worn. Contact Mr Raven at 35, Arthur Ave, Lynbrook, NY 11563, USA.

The Laughing Cavalier: Does anyone have a spare copy of *The Laughing Cavalier 1970-72, the end of an era?* Ex-CPO Fred 'Singer' Woods left the ship before he could collect his copy of the end-of-commission book, and never received one. Contact him at 62, Leng Cres, Eaton, Norwich, Norfolk NR4 7NY, tel 01603 453268.

Johnny King: Eddie Cartwright is researching a book on the life and career of late, great British bantamweight boxing champion Johnny King, who served in the Royal Navy and survived the sinking of HMS Prince of Wales. Any shipmates or oppos with stories or anecdotes about Johnny are asked to contact Mr Cartwright at 27, Baywood St, Harpurhey, Manchester M9 5XJ, tel 0161 205 9107.

Barbara Austin: Mrs Mary Windle, wife of ex-CPOWTR J. Windle, wants to trace Barbara, wife of ex-RPO Bunny Austin, last known when he was based at HMS Tamar, Hong Kong, in 1972. They emigrated to Alabama, USA, from Chatham in the late 1970s, when he had completed 22 years' service with the RN. Contact Mrs Windle at 10, Glenaeigle Ave, Glenrothes, Fife KY6 2QA, tel 01592 756314.

Junkers bomber crash: Early on April 18, 1944, a lone Junkers Ju188 was brought down by RAF Typhoons and AA fire, and it crashed near Exbury House in Hampshire, which at that time was HMS Mastodon. John Stanley would like to hear personal accounts of that crash, or who attended the crash scene or treated any of the survivors, who died soon after. Contact him at 179, New Barn Lane, Prestbury, Cheltenham, Glos GL52 3LH, tel 01242 520456.

HMS Staffa's flag: During World War II the town of Leiston in Suffolk adopted HMS Staffa, and at the end of the war the ship's commanding officer visited the former Leiston-cum-Sizewell Urban District Council to present a number of items, including a flag. There have been approaches in the past to the new district council seeking the return of the flag, which could not be found. But now a 4ft by 5ft 9in flag, faded blue, with a Union Jack quarter has been found at the offices, and the council would like to pass it on to a Staffa contact for safekeeping. Contact Town Clerk David Gooderham at the Council Chambers, Main Street, Leiston, Suffolk IP16 4ER, tel 01728 830388.

Naval memorial: Midshipman Charles Slade Moorman, an ancestor of Robert Moorman, was mortally injured at the Battle of Camperdown on October 11, 1797, while serving in HMS Monarch. He was buried with full honours of war at Minster Church, on the Isle of Sheppey, on October 23, and a memorial was erected by his brother officers. The memorial was removed from the church in the late 1950s, and possibly moved to Chatham Dockyard, but Robert can find no record of where it is today. If anyone can help locate it, or recalls having seen it, contact Robert at 24, Braemar Road, Gosport, Hants PO13 0YA, tel 01705 287774.

HMS Neptune: Eric Franks' brother-in-law was serving in HMS Neptune which was sunk off Tripoli on December 9, 1941, after hitting mines. He would like to hear from any survivors of the ship, or anyone with any knowledge of the incident. Contact him at 4, Audley Rd, Alsager, Stoke on Trent ST7 2QL, tel 01270 873483, fax 01270 882466.

C. Knutten's medal: Mr E. Craske has come across a World War I Royal Navy medal, bearing an inscription on the edge which includes the name C. Knutten and details of rank and port division. If anyone wants further details, contact Mr Craske at Flat 17, Trinity Court, Albion St, Crowland, Peterborough PE6 0EA.

Missing book: Ronald 'Dixie' Dean was reading a book, given him as a prize, in his hammock while serving in HMS Eagle 1952-54. He fell asleep, and the book disappeared. Now he would like it back - condition immaterial. The book was called *The Baltic Spy* by C. Oman, and it had his name and the date on the flyleaf. His hammock was slung on 4 Deck, starboard side, bulkhead no 123. Contact him at 64, Huntingdon Rd, Upwood, Huntingdon, Cambs PE17 1QQ, tel 01487 711203.

HM ships Breda, St Helena, Milford: Does anyone have a photo of HMS Breda in 'war guise' or any information about HMS Milford or HMS St Helena? If so, please contact Mr M. Garland at 27, Skipton Drive, Little Sutton, South Wirral L66 4SP, or phone 0151 339 5374.

POSTD A. Burchell: Bob Wiltshire is compiling a family history, and is seeking information on POSTD Burchell, who joined the RN in 1933 and drowned in Rio de Janeiro on November 2, 1952, while his ship, HMS Snipe, was visiting Brazil. He also possibly served in a King George V battleship class. If anyone can provide any further information, please contact Bob at 8, Yardley Rd, Cosgrove, Northants MK19 7JF.

Destroyer and Escort Group funnel markings: Mr R. Groves thanks all who have so far provided him with info on destroyer flotilla funnel markings, but still needs to know the markings of the 23rd Flotilla (S-class), 24th (T-class) and 27th (W-class), also any info on escort groups. Please write to Mr Groves at Battramsley House, Southampton Rd, Boldre, Lymington, Hants SO41 8ND.

RCL Arezzo: D. Carter is building a model of a landing craft, the Rammed Craft Logistic (RCL) Arezzo, built for service in March 1987 and operated by the Marine Division of the Royal Corps of Transport from their base at Marchwood. Does anyone have any books or magazines which might give details of service history, or photographs showing its colour scheme? Contact Mr Carter at 46, Brackenhurst Rd, Coundon, Coventry CV6 2DR.

Calling Old Shipmates

HM Submarine Warspite 1969-75: Any old crewmates going to Dolphin reunion in October, especially 'stokers', please contact Alan Wait on 01323 892201 after 8pm.

HMS Fisgard, May 1954: Series 21 Artificer Apprentices, joined HMS Fisgard May 10, 1954 - anyone interested in a class reunion? Contact Colin Smith at 7, Slindon Gdns, Havant, Hants PO9 1HT, or Geoff (Jan) Grigg, 10, Culver Close, Crownhill, Plymouth, Devon PL6 5NL, tel/fax 01752 769580, e-mail GGrigg1@AOL.com.

266 Kings Squad passed for duty on October 9, 1937 - 60 years ago. I wonder how many of us there are left? Ken York would be pleased to hear from any old squad mates; telephone 01223 811367.

HMS Shippigan: An unnamed stoker of this World War II Bangor-class minesweeper of the 16th Flotilla is seeking old shipmates. He went on to work on Fleetwood trawlers, and now lives at 6A, Tango Place, Henderson, Auckland, New Zealand.

HMS Anson Association is still looking to increase membership. Phone Fred on 01438 233074 or write to Ken Whitered at 3, Deniston Ave, Bexley, Kent DA5 3HL.

The new HMS Sparrow Association is looking for anyone who ever served in her, any commission. Quite a few have already joined. Full details from John 'Loty' Draper, 'Aysgarth', Cross Lane, Bexley, Kent DA5 1HZ, tel 01322 523438.

HMS Submarine Ultimatum (P34) in Mediterranean 1943-44: Recent reunion with Captain Kett, Lew Armstrong, Les Hewitt and Ian Stewart was a big success - they are now seeking others of the crew. Contact Jim Wade on 01509 230050.

Jack Hilder would like to hear from anyone who served with him in HMS Transylvania, to send them a copy of the story he has written about his life with the ship, and also anyone who served with him in HMS Pearl and HMS Hartland Point. Contact Jack at 30, Orchard Ave, Brantford, Ontario, Canada N3R 4X6, tel 519 753 5004.

HMS Loch Fada, all commissions: Anyone who served between 1944 and 1967 interested in a reunion should contact Bob 'Bogey' Harris at 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel 01703 391848.

HMS Penelope: Those serving May 10, 1982 to July 1, 1982 are asked to contact ex-POMEM Ron Thomas about a possible reunion next year; telephone 01454 614051 or write to 13, The Avenue, Patchway Common, Bristol BS12 6BD.

Bounty Boys: Were you an ex-SEA Cadet Comms who volunteered for the RN during World War II? Join the Association - contact Hon Sec Jack Brown at 115, Eversleigh Rd, London SW11 5UY, tel 0171 228 7237.

Defence NBC Centre instructors: The Defence NBC Centre at Winterbourne Gunner is holding a reunion of all past instructors in May next year. Two are proving elusive - CPO A.J. Horn, last known of at HMS Nelson, and CPO D.G. Twist, last seen in Swansea. Contact CPO J. Wood at the

Defence NBC Centre, Winterbourne Gunner, Salisbury, Wilts SP4 0ES, tel 01722 436223.

HMS Eagle 1963-66: Would any members of 4Qzo Mess during this period contact Tony Roberts with a view to a possible reunion. Contact Tony at 47, Bendon Way, Rainham, Kent ME8 0EW, tel 01634 361549.

HMS Striker LST3516: Ted Owen would like to hear from shipmates Brum Harverson, Gary Grant, Redpole Parker, Harry Apleton and many others with a view to a get-together. Phone evenings on 01869 324511 or write to 14, Falcon Mead, Langford Village, Bicester, Oxon OX6 0YU.

HMS Tise, crew of 1955-56 are invited to contact 'The Buffer', Loty Oliver and Mrs Kath Oliver, with a view to a reunion. Write to 40, Wayne Rd, Parkstone, Poole, Dorset BH12 3LF, or ring 01202 730598.

Michael Stafford (Jan): Served HMS Cutlass Gunners Yeoman June 1, 1973 to November 1974, would like to trace shipmates for 50th birthday in January 1998. Calls to Veronica on 01761 435161.

LCT138: Ex-AB Fred Adams HO (ex-Rhodesian), Box 161, Kadoma, Zimbabwe, would be pleased to hear from old shipmates to communicate on incidents that happened during the voyage from Castelrosso Island to Famagusta in Nov/Dec 1943 which he would like to include in his memoirs.

HMS Constance 1945-51 Association is seeking G.R. Sims AB, Doc Whybrow and all who served during this period to join. Please call Ernie on 01529 413410.

HMS Unicorn Association is seeking "Flash" Lee from Barnsley, Pete Vaughn, Norman Treece, Jim Preece, Doubleday, all Brummies, from 36 Mess 1950. Also Jan Medland, Buckfastleigh, Taff Griffiths, Wrexham, Pete Lambourne, Otley, Rows, Torquay, Boy Brookes, Dudley, Taff Jope, Shiner Wright, Brummie Abiss, Walker-Catchpole for Nick Nichols. Ring 01992 647963, 0151 733 9131 or 01442 255821.

HMS Ganges, 11 Mess, Collingwood Division 1942-43: Any old messmates still

around and interested in a possible get-together? Call 0181 529 7750 or write to Charles Hitchcock, 28, Valance Ave, Chingford, London E4 6DR.

HMS Ganges Association: The Fulham and Chelsea Division of the HMS Ganges Association has changed venue. Meetings are now held at the RNA Club, 137, Battersea High St, London SW11 1SS, and are now held on the third Thursday of every month. Details from Dave Carr, on 0181 788 2870.

HMS St George: Mr P. Miller would like to contact Classes 771 and 772 who joined the Navy on March 13 and March 20, 1947, at St George's in Gosport - he is hoping to see a get-together after 50 years. Contact him at 36, Summerfield Rd, West Wittering, Sussex PO20 8LY, tel 01243 513072.

HMS Cumberland Association: A hearty welcome awaits all ex-Cumberlanders. Newsletters, memorabilia, members' lists and reunions are all on offer. Full details from John Draper, 'Aysgarth', Cross Lane, Bexley, Kent DA5 1HZ, telephone 01322 523438.

JME G. Adams (1961): Ian Smart is hoping to trace an old shipmate of his, known as Ads Adams, who joined HMS Ganges in January 1961; both were in Duncan Division, under Lt Gowan. Ads was a boxer, and possibly a Londoner. Other names that come to mind are Stacey, Fernley, Scobie, Hansen and Woodcock. Ads, possibly Graham, left the Navy in 1972. Contact Ian at 215, Archer Rd, Stevenage, Herts, tel 01438 233401.

HMS Ceylon 1958-59 commission: Calling Tommy Dentith, 'Millie' Miles, Jerry Myers or any other shipmates from the hangar deck messes for a possible get-together in 1998. Contact Dave Whitfield at 88, The Crofts, Silloth, Cumbria CA5 4HA.

HMS Ganges 1938-39: Hawke Division, 47 Mess Classes 283-4, Instructors Sparkes and Crawford. Any 'survivors' from these V/S and W/T Classes still about? Any information to ex-CCY C.R. Tug Wilson, 168, Avon Road, Chelmsford, CM1 2LD.

Reunions

OCTOBER

The Survey Ships Association reunion is on October 25 at the King Charles Hotel, Gillingham. For info on membership send SAE to the secretary, SSA, The Elms, 48, Victoria Road South, Southsea, Hampshire PO5 2BT, or telephone 01705 823924.

HMS Bruce: HMS Bruce register will hold the third reunion and AGM at the Ambassador Hotel, Scarborough, on October 26-28. For details of membership ring 'Bruce' Morris on 0121 382 9837.

Westkapelle: Support Squadron Eastern Flank unveiling of memorial Westkapelle Walcheren on October 31. Former crews and next of kin of Landing Craft Headquarters, Landing Craft Support and Landing Craft Rocket who fought at Westkapelle on November 1, 1944, please contact Charles J. Brown, 63, Wells Rd, Walsingham, Norfolk NR22 6DX, tel 01328 820799.

NOVEMBER

EW Branch reunion for all serving and ex-(EW) Branch senior rates/SD(EW) officials, will be held on November 29 at HMS Dryad, Southwick, nr Portsmouth. Contact CPO(EW) Wallace at HMS Dryad, EW Section, Lewin Building, Southwick, Fareham, Hants, tel 01705 284517.

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Blackburn Skua

ALTHOUGH the Blackburn Skua was in front-line service for a relatively short time - and with only three squadrons - it has its place in the history of the Fleet Air Arm.

The Skua was the Royal Navy's first operational monoplane, and the first British aircraft specifically designed as a dive-bomber to enter service.

Equipping HMS Ark Royal at the outbreak of war, the type scored an early success when a Skua became the first FAA aircraft to open accounts with the Luftwaffe by shooting down a Dornier Do 18 flying boat off Norway on September 25, 1939.

More notably, 15 Skuas of 800 and 803 Squadrons sank the German cruiser Koenigsberg in Bergen Fjord, Norway in April 1940; and during the Dunkirk evacuation 801 Squadron Skuas operated from RAF Detling on bombing and fighter sorties, the Skua's respectable forward armament of four

Browning machine-guns affording it some extent of flexibility in its role.

The aircraft were also in action during the ill-conceived Dakar operation in the following September, during which they bombed the Vichy French battleship Richelieu.

By May the following year the obsolete Skuas had been replaced in front-line service by more potent Fulmars and Sea Hurricanes, although they continued in service for several years as target tugs.

The two-seat Skua was of all-metal stressed skin construction and powered by a Bristol Perseus XII engine producing 890hp. Top speed was 225mph at 6,500ft, initial climb rate was 1,580ft a min., range was 760 miles and service ceiling 19,100ft.

Besides an armament of four machine guns in the wings, the observer/gunner was armed with a Lewis gun for rear defence. One 500lb bomb was carried beneath the fuselage and there were racks for eight 30lb practice bombs under the wings.

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STOP PRESS !!! After last year's successful Naval Reunion "Showcase", held for Organisers of Reunions, we are repeating the weekend on January 23th-26th 1998.

For information please Contact:

BRYAN PITMAN - GENERAL MANAGER. TEL: 01803 329292

Royal Naval Association

INJURED SAILOR'S THANKS TO RNA

'THEY TOOK A SAD SONG AND MADE IT HAPPY'

A MOVING letter of appreciation to shipmates of No.6 Area and the RNA in general has been sent to *Navy News* by Paul (Tug) Wilson, the sailor who suffered a paralysing injury in a fall during a mast manning display two years ago.

Tug was 'adopted' by No.6 Area and became a member of Luton & Dunstable branch. We publish his letter in full:

"As I am sure you are all aware, in September 1995 I sustained a spinal cord injury which has subsequently left me wheelchair-bound. If there is such a thing as fate, and I was supposed to have my accident, somebody up there must have been smiling on me. Firstly, it only happened one mile from Stoke Mandeville Hospital; secondly – which proved just as important – I came down to earth in Area 6.

"Now I am sure after meeting other members of the RNA from all over the country, the help and support I received would have been the same – but as it was Area 6 that I landed in, I cannot help but sing their praise.

Stormy waters

"From Day One, even though I did not know it at the time, the wheels were starting to turn to help, not just me but also my family, through the stormy waters that lay ahead.

"To go from an all-singing, all-dancing matelot one minute, to a young man severely disabled, is a hard pill to swallow as you can imagine. For my family, their son and brother would no longer be the same.

We all needed a shoulder to cry on from time to time, and someone to talk to. This is where the shipmates of Area 6 played their part in helping, not only me but everyone around me, to pick ourselves up and smile once again.

"The friendship, support and encouragement I got during a long six months in hospital was more than enough – but not for the shipmates in the Area. They set up a collection for me and during the last 18 months, all sorts of fund-raising events were carried out. The



● Tug Wilson – 'RNA gave me back part of my life.'

end result of everyone's efforts was a collection of £7,150.

"To say I was surprised would be an understatement. This money has enabled me to get a multi-gym, a new sports wheelchair, and a bicycle connection for my current wheelchair. In effect the RNA has given me back part of my life – the ability to once again take part in sport.

"I cannot say thank you enough times to my shipmates in Area 6. No one will ever realise what they have done for me and how much I appreciate the support given to my family, especially my father. They took a sad song and made it happy.

"As I have said to many people, the RNA is a credit to the Navy, and its shipmates a credit to the RNA. The shipmates of Area 6 have done you all proud, and may I be the first one to pat them on the back."

Canada visit by NC chairman

CHAIRMAN of the National Council, Shipmate Fred Chambers, received a warm welcome when he visited Vancouver Island branch while on holiday in Canada with his wife.

Members turned up in strength to greet Fred and to get an up-to-date briefing on

Branch News

St Helens

Members of the branch who served on convoys to Russia during World War II and suffered great hardship gave a party for a group of Russian children from Chernobyl who were visiting the area.

The children departed laden with gifts – including many items of clothing – presented by the Mayor.

Welshpool

After a six-year interval the branch was recommissioned by Shipmate Roy Wood, National Council member for No.7 Area. It now has 24 members who meet at Westwood Park Hotel, Salop Road at 2000 on the first Wednesday of each month. For details contact the branch secretary, Shipmate Chris Whitehouse, on 01938 810789.

Redruth & Camborne

Members held an evening of music and song at the POs Mess, RN air station Culdrose to mark the branch's 50th anniversary. The branch's stall at the establishment's Air Days attracted many visitors and enquiries resulting in many happy encounters with former shipmates and friends.

Carlisle & District

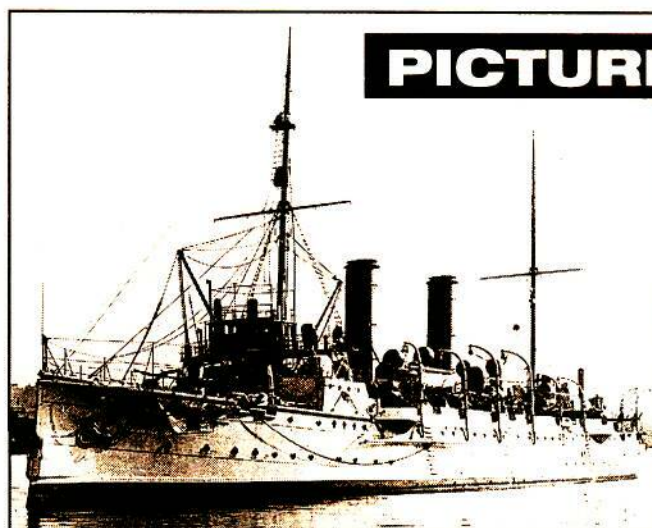
To mark the branch's 50th anniversary, its standard was blessed at evensong in Carlisle Cathedral by the Dean, the Very Rev. H. E. C. Stapleton.

The standard bearer, Shipmate Rowland Fleming, was escorted by the vice chairman, Shipmate John Winter, and by Shipmate Fred Smith. The lesson was read by Shipmate John Montgomery, the buglers of TS Vanguard sounding the Last Post and Reveille.

At the reception which followed, the Mayor of Carlisle presented Shipmate Angus Steele with a medal and citation awarded by the Republic of Greece for his wartime service. After the presentation, 'Up Spirits' was piped.

RNA activities across 'The Pond'. He in turn was told about the activities of the 68-strong Vancouver branch.

The branch welcomes any shipmates visiting the area – such as Bob Woodford, of Southend-on-Sea branch, who called in with his wife while on route to Hawaii.



MYSTERY PICTURE 32

Name

Address

My answer

PICTURE PUZZLE

WINNER of the *Navy News* Picture Puzzle competition in our August issue is Mr. C. Summer of Alton, Hants.

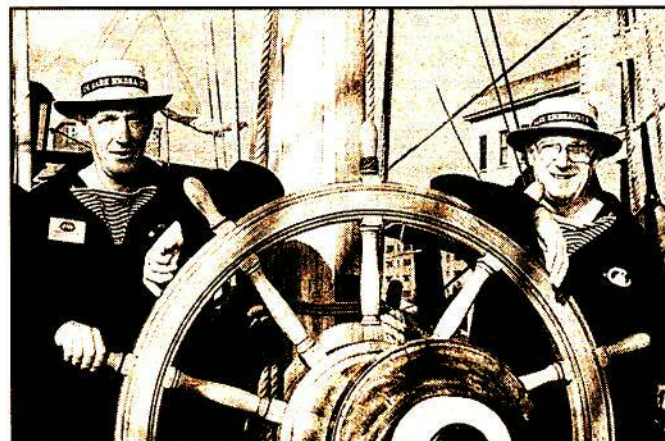
He identified the crashed aircraft as a Supermarine Attacker and correctly answered that the type was the first jet to be standardised in service with the Fleet Air Arm's front-line squadrons.

Mr Summer's reply was chosen at random, and he receives our cash prize of £25. We offer a further prize for a correct solution to this month's puzzle. With what name did this ship start her career – and with what name did she end it?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is November 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our December edition. The competition is not open to *Navy News* employees or their families.



● Shipmate ahoy! – Crosby Chairman Dave Palmer (left) and vice chairman Claude Harden at the wheel of the replica of Capt Cook's ship, HM Bark Endeavour, after spending two weekends as volunteer guides, helping to show thousands of visitors over the ship when she berthed at Liverpool.

Aberdeen

Shipmates had a busy time during the visit to Aberdeen of the Tall Ships – an event which attracted hundreds of visitors and a large contingent of Sea Cadets from Inverness, Dundee, Newcastle, South Shields and Northern Ireland.

The cadets, who took part in many events, and put on a daily field gun display, were catered for in the evening by the branch, which organised a barbecue for them at Cadet HQ. The branch also manned a stall on the jetty which raised £350 for charity.

Crawley

Members took part in several parades in the summer, including two to mark 50th anniversaries – one of Crawley New Town and the

other of Lowfield branch of the Royal British Legion, ending with a buffet reception and social evening.

Members paraded again for the third time in a month at a Sea Sunday service held at Lowfield Heath church.

Tenbury Wells

Though Tenbury is far from the sea and a small town with a population of just 2,000, the response to the branch's street collection raised £400 – £250 for the branch welfare fund and the rest being divided between the Royal Naval Benevolent Trust and King George's Fund for Sailors.

Dereham

A bursary has been established by members in honour of the late Shipmate Tom Deeks – a driving

force in the branch for many years – and to mark the branch's 40th anniversary. As a result £500 was raised for TS Lord Nelson, the Norwich Sea Cadet unit.

The money, which will be used for sea training on board the sail training ship TS Royalist, was presented by the branch's Sea Cadet liaison officer, Shipmate Ron Copping.

Cambridge

The bell of the River-class frigate HMS Cam is now displayed at branch HQ. It was discovered in a Ramsgate pub by Shipmate Doug Newell who served in the Cam as a leading torpedo operator.

Taunton

Thanks to the town's motorway services management, members were permitted to make a collection which raised £600 for charities, including the local Sea Cadet unit. The branch's monthly raffle raised £50 for the KGFS Year of the Seafarer.

Cowbridge

Sea Cadets provided a guard of honour at a gala social in honour of founder member and secretary Shipmate Ian Lewis, and his wife Bronwen, who have both made a great contribution to the branch. Ian was awarded life membership and Bronwen received a certificate of appreciation.

Hinckley

Watched by over 140 shipmates and wives, the final of No.8 Area's first Uckers competition was won by Hinckley, with Telford as runners-up. The event was held at the Royal British Legion Club, Shard End, Birmingham.

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NoticeBoard

Promotions to Chief

ACTING CHARGE CHIEF ARTIFICER

AUTHORITY was issued by Commodore Naval Drafting in September for the following to be advanced to Acting Charge Chief Artificer.

To ACCMEA: A.N.S. Tate (Vanguard Port), A.J. Pollard (Sultan).

To ACCAEA: R.J. Gibbons (820 Sqn), D.R. Struthers (771 SK5 SAR), P.E. Hodgson (815 Sqn HQ).

CHIEF PETTY OFFICER

AUTHORITY was issued by Commodore Naval Drafting in September for the following to be promoted to Chief Petty Officer.

OPERATIONS (SEAMAN GROUP)

To CPO(EW)(O) - M.A. Jones (PJHQ)

To CPO(SR) - R.A. McGovern (RN Hydrog Schl).

COMMS, REGULATING AND PT

To CPOPT - C.S. Barnes (Excellent), G.D. Longhurst (2SL/CNH FOTR).

SUPPLY

To CPOSA: A. Dryden (MOD DFS(CIS) Bath).

To CPOWSA - G. Valentine (Nelson WF).

MARINE ENGINEERING BRANCH

To CPOMEM(M) - D.J. Edwards (Excellent), P.A. Platt (Montrose), F.E. Neep (Sultan), D. Young (York), R.L. Dakin (Guernsey), C.P. Latimer (Collingwood), S.P. Pickford (Chatham).

MEDICAL

To CPOEN(G) - C.T. Dooley (RH Haslar).

SUBMARINE SERVICE

To CPORS(SM) - T.R. Blagg (FOSM Northwood Ops), S.C. Rowlands (FOSNNI Ops CFS).

CPO ARTIFICER/TECHNICIAN

COMMODORE Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were made by Commanding Officers.

To CPOMEA: P. Newton (Captain SM2), D. Pitts (CFM Portsmouth).

To ACPOMEA: C.J. Bradley (Gloucester), J.P. Davison (Sultan), R.D. Keir (Raleigh), S.J. Quinton (Gloucester).

To CPOWEA: C. Hay (Chatham).

To ACPOWEA: W.S. Peake (Collingwood), D.A. Robertson (Collingwood), S.J. Spence (Coventry).

To CPOAEA: M.A. Bates (771 SK5 SAR), A.G. Duthie (801 Sqn).

To ACPOAEA: D.W. Wright (820 Sqn).

To CPOCT: R.D. Gunther (Coventry).

To ACPOCT: D. Solley (Brave).

To ACPOMT: I.R.J. Werren (RH Haslar).

Points

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for Petty Officer and Leading Rates in September.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in basic date order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in September.

CCMEAM - Int (13.1.97), Nil; CCMEAL - Dry, 1; CCMEAMLSM - Dry, Nil; CCMEALSM - Dry, 1; CCWEAAD - Dry, Nil; CCWEAWDO - Dry, Nil; CCWEAADCSM - Int (18.7.97), Nil; CCWEAWDOSM - Int (18.7.97), Nil; CCWEAM - 152 (1.9.95), 2; CCWEAR - 260 (1.5.94), 1; CCWEAWL - 385 (1.9.92), Nil.

PO(EW)(O) - 337 (13.7.93), 1; LS(EW) - 130 (14.2.95), Nil; PO(M) - 112 (14.2.95), Nil; LS(M) - Int (12.9.95), Nil; PO(R) - 428 (10.11.92), 1; LS(R) - 281 (13.7.93), Nil; PO(S) - 130 (14.2.95), Nil; LS(S) - 415 (16.2.93), Nil; PO(D) - 637 (16.2.91), 1; LS(D) - 704 (28.9.90), Nil; PO(MW)(O) - 281 (16.7.96), 4; LS(MW) - Int (10.9.96), 6; PO(SR) - 340 (15.6.93), 2; LS(SR) - 281 (15.6.93), Nil; PO(SEA) - 571 (14.1.92), Nil; POCY - 489 (13.10.92), Nil; PORS - 569 (24.9.91), Nil; POCO - 183 (11.10.94), Nil; LRO - 347 (8.6.93), 18, (See last paragraph); POPT - 482 (13.10.92), Nil; RPO - 573 (10.3.92), Nil; POMEM(L)(GS) - Dry, 1; LMEM(L)(GS) - Int (19.7.97), 9; POMEM(M)(GS) - 503 (1.7.92), 10; LMEM(M)(GS) - 297 (9.12.93), 9; POWEM(O) - 251 (4.1.94), 5; LWEM(O) - 159 (12.11.94), 6; POWEM(R)(GS) - 286 (2.11.93), Nil; LWEM(R)(GS) - 282 (17.1.94), 7; POCA(GS) - 621 (21.6.90), Nil; LCH(GS) - 434 (27.9.92), Nil; POSTD(GS) - 688 (28.8.91), Nil; LSTD(GS) - 303 (17.6.93), Nil; POSA(GS) - 462

(4.11.92), Nil; LSA(GS) - 261 (19.2.94), Nil; POWTR(GS) - 451 (1.3.93), Nil; LWTR(GS) - 351 (10.8.93), Nil; POMA - 86 (14.3.95), Nil; LMA - 93 (9.5.95), Nil; PO(S)(SM)(O) - 646 (19.12.91), Nil; LS(S)(SM) - 589 (7.11.91), Nil; PO(TS)(SM) - 357 (10.6.93), Nil; LS(TS)(SM) - 412 (19.1.93), 3; PORS(SM) - 611 (11.2.92), Nil; LRO(SM) - 439 (13.10.92), 4; POMEM(L)(SM) - 161 (5.10.94), Nil; LMEM(L)(SM) - 89 (22.4.95), 2; POMEM(M)(SM) - Int (17.10.96), 2; LMEM(M)(SM) - Int (3.7.96), Nil; POWEM(R)(SM) - 486 (3.11.92), Nil; LWEM(R)(SM) - 821 (25.6.90), Nil; POSA(SM) - Int (4.11.96), Nil; LSA(SM) - 242 (27.3.94), 1; POWTR(SM) - 397 (11.3.93), Nil; LWTR(SM) - 448 (31.12.92), Nil.

Appointments

Rear Admiral R. B. Lees to be Chief Naval Supply Officer. Sept. 5.

Commodore A. M. Gregory to be promoted Rear Admiral and to be Flag Officer Scotland, Northern England and Northern Ireland. Sept. 30.

Cdr N. S. Pearey to be CO HMS Northumberland. Jan. 14.

Cdr The Hon Michael Cochran to be CO HMS Somerset. Jan. 13.

Lt Cdr A. Wallace to be CO HMS Cattistock. Aug. 22.

Lt M. R. Broadhurst, OIC University RN Unit Newcastle and CO HMS Explorer. Feb. 3.

Nil; POCA(SM) - Int (8.11.96), 2; LCH(SM) - 845 (29.7.90), Nil; POSTD(SM) - 693 (2.12.90), Nil; LSTD(SM) - 1415 (16.6.87), Nil.

POA(AH) - 1080 (22.8.88), Nil; LA(AH) - 645 (8.11.91), Nil; POA(METOC) - Int (5.11.96), Nil; LA(METOC) - Int (2.10.95), 3; POA(PHOT) - 911 (6.2.90), Nil; POA(SE) - 765 (24.10.90), 2; LA(SE) - 414 (8.7.92), Nil; POACMN - 528 (7.11.91), 1; POAEM(M) - 332 (4.11.93), Nil; LAEM(M) - 477 (29.5.92), Nil; POAEM(R) - Int (3.10.96), 1; LAEM(R) - 577 (31.10.91), Nil; POAEM(L) - Dry, Nil; LAEM(L) - 364 (25.2.93), Nil; POAC - Dry, 2; POW(R) - 416 (7.2.93), Nil; LW(R) - Dry, Nil; POW(RS) - 662 (3.12.91), 2; LWRO - 754 (4.12.90), 3; POWPT - 697 (11.6.91), Nil; RPOW - 526 (10.3.92), Nil; POWCA - Int (15.6.95), Nil; LWCH - Dry, Nil; POWSTD - 851 (16.7.90), Nil; LWSTD - 525 (20.2.92), Nil; POWSA - 247 (8.3.94), Nil; LWSA - 313 (17.6.93), Nil; POWWTR - 410 (26.3.93), Nil; LWWTR - 278 (28.2.94), Nil; POWWTR(G) - Int (11.7.97), Nil; POW(METOC) - Dry, Nil; LW(METOC) - Dry, Nil; POWPHOT - 283 (5.10.93), Nil; POWAEM(M) - Int (20.3.97), Nil; LWAE(M) - Dry, Nil; POWAEM(R) - Dry, Nil; LWAE(R) - 657 (14.12.90), Nil; POWAEM(L) - 952 (20.8.89), Nil; LWAE(L) - Dry, Nil; POWETS - 990 (7.1.90), Nil; LWETS - 422 (22.9.92), Nil; LWTEL - 545 (3.12.91), Nil; POWWA - 409 (10.3.93), Nil; LWWA - 549 (30.10.91), Nil; POWDHYG - Int (14.12.95), Nil; POWDSA - Int (8.8.96), Nil; LWDSA - Int (31.5.96), Nil; POEN(G) - Dry, Nil; LEN(G) - Dry, Nil; PONN - 280 (9.11.93), Nil; POMA(G) - Dry, Nil; LMA(G) - Int (14.3.95), Nil.

PO(AWW) - Int (17.12.96), Nil; LOM(AWW) - Int (27.11.96), Nil; PO(AWT) - Dry, Nil; LOM(AWT) - Int (11.3.97), Nil; PO(UW) - Dry, Nil; LOM(UW) - Int (15.10.96), Nil; PO(EW) - Dry, Nil; LOM(EW) - Int (22.4.92), 4; PO(MW) - Int (15.7.97), Nil; LOM(MW) - Int (15.7.97), Nil; PO(C) - Dry, Nil; LOM(C) - Int (10.6.97), 12; aged 77.

Matthew Robertson, ex-CPO. Served 1938 to 1960s. Ships: Havant (survivor), Whaddon, Caradoc, Fara, Emerald (survivor), Rupert, Seagull, Unicorn, Ocean, Cumberland, Eagle (1958-60).

Dennis Lathrope, ex-Lsig HMS Shillay 1945-46. Member of Algerian Association. Aug. 1.

Vernon A. Willcox, Sto.1, HMS Maenad. Member of Algerian Association. Aug. 16.

William Vandenberghe, ex-AB, HMS Cockatrice 1943-46. Aug. 23.

Ronald (Alfie) Penney, ex-LS, HMS Aries 1943-46. Aug. 25.

John (Jack) Brindley, ex-L/Sto. Mech, served 1926-49. Ships: Emperor of India, Despatch, Iron Duke, Hood, Effingham, Sardonyx, Abelia, Enchantress, Southern Prince, Chameleon. Aug. aged 88.

Arthur Russell, ex-CPO, served 1928-45. Ships: Rodney, Cairo, Exeter, Newcastle, Jamaica. Member of HMS Jamaica Association. Aug. 84.

Roy (Taff) Rowland, served in Aircraft Handler branch 1962-72. Member of Aircraft Handlers Association. Aug. 24.

Tom Percival, ex-AB, served in LST 12. Member of LST Club.

John Chesher, ex-LME, served 1951-60 including Korea and nuclear tests. Ships included Newfoundland, Broadwood, also Falsane. Member of Newfoundland Association. Aug. 18, aged 62.

David Grafton, ex-MAA. Ships: Glamorgan, Intrepid, Coventry, Fearless, Manchester. Left in 1992 for MOD Guard Service. Aug. 21, aged 44.

Barry (Pony) Moore, ex-PO, served 1962-86. Falklands War veteran, served in HMS Herald. Aug. 50.

Walter (Wally) Ford, served in HMS Cumberland and minesweepers. Member of HMS Cumberland Association. Aug. 23.

Dick Fry, ex-CERA. Ships included Implacable, Hornet, Ausonia. Sept. 9.

ASSOCIATION OF RN OFFICERS

Cdr J. K. Cannon. Ships: Formidable, Eglinton, St. Merryn, Glory. Also 825 NAS.

Lt Cdr Carmichael OBE, DSC, served in NASs 802, 889, 1834, 766, 738, 806. Ships: Implacable, Theseus, Ocean.

Cdr A. Crawford. Ships: Ceres, Benbow, Victory, Effingham.

Lt F. W. C. Enders. Ships: Kent, President, Adamant, Centurion, Dolphin.

Lt F. W. Habgood RNRV. Served in HMS Effingham.

Lt Cdr D. C. James. Ships: Narvik, Bellerophon, Cadiz.

Lt Cdr W. Matthews. Ships: Barmond, Barcarole, Mars, Welfare, Defiance.

Capt R. E. G. Meaby RM. Served in HMS Warrior.

Lt Cdr G. M. W. Rowbotham. Ships: Scythian, Tireless, Belton, St. Vincent, Victory, Warrior.

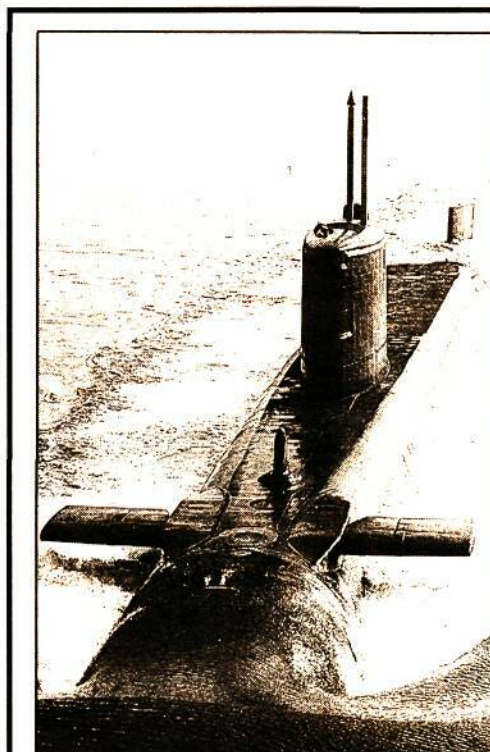
Lt K. J. Steward RM. Served in RM Eastney, London RMR and 43 Cdo.

Second Officer K. Stewart MBE, RD, WRN.

Miss D. A. Stoy RRC, QARNNS.

ROYAL NAVAL ASSOCIATION

Alf Hurdley, chairman and life member Shrewsbury. W. Midlands vice president, Area delegate and welfare visitor. Ex-Yeoman, served 1939-45. Ships: Hero, Hotspur, Hasty, Avon Vale. Midlands Shipmate of Year 1993-94. Vice chairman of Shropshire branch of Burma Star Association, member and past chairman of Shrewsbury branch of RBL, chairman Shrewsbury Poppy Day Appeal, secretary of



● HMS Resolution, the Royal Navy's first Polaris submarine, commissioned on October 2, 1967.

PO(SSM) - Dry, Nil; LOM(SSM) - Int (1.5.96), Nil; PO(TSM) - 95 (3.11.94), Nil; LOM(TSM) - Int (24.10.95), Nil; PO(CSM) - 400 (8.6.93), 2; LOM(CSM) - Int (27.11.96), Nil; PO(WSM) - 378 (5.1.93), Nil; LOM(WSM) - 586 (17.11.91), Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 685 (28.4.93), Nil.

It should be noted that the number of B13's issued in the female categories are those advanced from the female Shore Roster.

It should be noted that all RO(T)1 and RO(G)1 ratings who have passed for the higher rate who have completed or are yet to complete the cross-trained LROQC have been transferred to the cross-trained LRO advancement roster.

Swap drafts

LWEM(O) Turnbull (4.5in trained), 3HA Mess, HMS Campbelltown, BFPO 248, drafted HMS Manchester, Jan. Will swap for any Plymouth ship deploying or not.

LWEM(R) Laidlaw (1007 PJT, Radar Section), 3S Mess, HMS York, BFPO 430, deploying March. Any ship considered.

AB(M) Taylor, 01705 359386, drafted HMS York, Sept. Will swap for HMS Fearless or any other non-deploying ship.

A/LOM Rattenbury (AWW), HMS Drake ext 5832, drafted HMS Richmond, Feb. (GSA 8). Will swap for any Devonport ship.

LRO(G) Heron, Commcen Faslane ext 6729/6741, drafted HMS Guernsey, Jan. 20. Will swap for any Faslane small ship.

AB(EW) Owen, 93749 7070/2, drafted 'express' Nov/Dec. Will consider any Devonport ship deploying or not.

WOM(AW)1 Allen, PTS Admin, Marlborough Building, HMS Collingwood, drafted HMS Ocean, Dec. Will swap for any Portsmouth area draft.

WWTR1 J. R. Upson (non-sea), HMS Neptune Registry ext 3280, will swap for any Portsmouth area draft.

LSTD Lower, 4K1 Mess, HMS Fearless, BFPO 283, will swap for Portsmouth ship deploying or not.

LSTD A. Russell, HMS Neptune ext 6258, drafted HMS Manchester, December (deploying Jan.). Anything considered.

LWTR Helm, HMS Nelson ext 22774, will swap for any Faslane draft.

LMEM(L) Nolan, HMNB Portsmouth ext 22362, drafted HMS Fearless, March 30. Will swap for any Type 42/23 deploying or not.

CH Wilkins, 2Q Stbd, HMS Cardiff, BFPO 249, will swap for any Scotland-based ship or ship that is in Scotland for a long period.

POWAEA(L) J. A. Bell (call Jacqui on RNAS Culdrose ext 2435), drafted 819 NAS, Jan. 5. Will swap for any front-line Culdrose draft.

LMEM(M) Edwards (LMEM QC 29), HMS Sultan ext 2229, drafted HMS Hurworth, Dec. Will consider any swap.

AB(D) Devine, HMS Hurworth, BFPO 300, will swap for any non-deploying ship or ship in refit.

WSA Graham (non sea), Naval Stores, RNAS Yeovilton, will consider any smaller shore base anywhere.

LSA Kennedy, HMS Neptune ext 6583, will consider any Plymouth/Portsmouth area draft.

POMEM(M) Taylor, Gosport 429253, drafted Faslane NTDO, Oct. 13 (shore). Will swap for any Portsmouth shore draft.

MEM(M) Selby, HMS Grafton, BFPO 291, deploying next year. Will swap for any Type 42 or small ship, preferably not deploying.

POWTR C. Skinn, HMS Invincible, BFPO 308 or MENTOR ext 230, drafted 2SL/FOTR, Portsmouth, Jan. 19. Will swap for Northwood or any other London area draft.

LWEM(R) Bradbury, 3Q Mess, HMS Southampton, BFPO 389, drafted HMS Edinburgh, March 3, deploying April. Will swap for any ship which is in UK on July 25 (wedding).

STD M. S. Wood (Scale A), Royal Stewards' Mess, HMV Britannia, BFPO 239, drafted RNAS Culdrose, March 3 until Sept. 98. Will swap for any Portsmouth shore base.

LRO(G) N. Bell, Commcen, Gibraltar, BFPO 52, ext 5788/5229, drafted HMS Edinburgh, March. Will consider any Plymouth shore draft or ship, deploying or not.

WEM(O) Green (SMAC 233), EMI Office, CFM Portsmouth, drafted HMS Cardiff, Oct 8. Will swap for any Scottish draft.

LMEM(M) Souter, 4 Mess, HMS Grafton, BFPO 291, will swap for any small ship deploying.

WMEM(L) Walton, 3 Mess, HMS Grafton, BFPO 291, will swap for any Plymouth ship, preferably Type 22.

AB(M) Durney, HMS Boxer, Devonport ext 554070, drafted HMS Fearless, Nov. 19. Will swap for any Devonport draft.

WWTR S. Brilerley, 4L1 Mess, HMS Fearless, BFPO 283, drafted to HMS Drake D. Logs, Jan. 5. Will swap for Portsmouth draft.

LWSA Ward, HMS Fearless (HMNB Portsmouth ext 22901), drafted HMS Neptune, Oct. 2 (ext 6523). Will swap for any Portsmouth shore base.

POMEM(M) S. J. McGreevy, HMS Sandown, BFPO 379 (until Oct. 27), drafted HMS Bridport (Faslane), Dec. 15, deploying Jan. Will swap for any Portsmouth or Plymouth ship not deploying.

Deaths

AB(S) Martyn Terrell, HMS Beaver. Sept. 11.

Admiral Sir Derek Empson KCB, GBE, C-in-C Naval Home Command in mid-1970s. Served 1939-76, joining as rating, commissioned 1940 as FAA pilot. Ships: Hermes, survivor SS City of Nagpur, Eagle, with 813 NAS in N. Africa for Torch landings (shot down in Swordfish), Argus, Vengeance, Fulmar (CO 767 NAS & 814 NAS), Falcon, Centaur, Naval Asst to First Sea Lord 1959-61, Apollo (CO), Eagle (CO), Made total of 782 deck landings without mishap, FO Aircraft Carriers 1967-68, Asst Chief of Naval Staff (Air) 1968-69, Commander Far East Fleet 1969-71, Second Sea Lord 1971. Aged 78.

Rear Admiral David Dunbar-Nasmith DSC, Flag Officer Scotland and Northern Ireland 1970-72 and wartime destroyer captain. Son of Admiral Sir Martin Dunbar-Nasmith. Served 1934-72. Ships: Barham, Cossack, Rodney, Kelvin (Creta, Sirte), Petard (Sicily, Salerno, Aegean), Haydon (CO), Peacock (CO), Moon (CO), Rowena (CO), Enard Bay (CO), Alert (CO), Berwick (CO), Commodore Amphibious Warfare 1966-67, Naval Secretary 1967-70. Aged 76.

Cdr William Lawson (Billie) Stephens RNRV, DSC and Bar, served 1929-46. Commanded a column of motor launches on Sta Nazaire raid in 1942. Captured and successfully escaped from Colditz Castle less than two months after being imprisoned

there. Ships: Caroline (Ulster RNVR), Hornet (Coastal Forces), St Christopher, ML 192 (CO). Aug. 3, aged 85 at his home in France.

Cdr Hilary Boase OBE, DSC and Bar. Engineer Officer 1st MTB Flotilla, Malta, 1939; Ships: Beehive (Felixstowe), Ithuriel (Harpoon Convoy to Malta), Laforey (Anzio; survivor), Solebay, Crossbow, Battleaxe, Theseus. Member of Association of RN Officers. Aged 86.

Lt Cdr Peter Jones DSC, as Swordfish observer took part in Fleet Air Arm raid on Taranto, 1940. Served 1939-58. Ships: Hermes, Illustrious (819 NAS), Eagle, Formidable, Furious (823 NAS), Hannibal, Begum (Far East), Bamba, Magpie. Aged 78.

Lt Cdr George Goslin (Toby) Marten MVO, DSC. As First Lieutenant of HMS Penn in 1942 boarded the burning tanker Ohio to attach a tow during the Pedestal convoy to Malta. Saw action in Greek islands. Other ships: Sussex, Watchman, Wilton, St Vincent, Equerry to King George VI 1949. Left Navy after Korean War. In 1954 became first member of public to force a Minister to resign - over handling of dispute about ownership of Cricheft Down, Dorset, compulsorily purchased in 1937 by Air Ministry. Member of Association of RN Officers. Aug. 15, aged 78.

Lt Cdr Leonard William Truscott, Business Manager Navy News 1971-82. Served in RN for 30 years. Former secretary and treasurer of RN & RM Branch and

Special Duties Officers Benevolent Fund. Sept. 20, aged 80.

Lt Jack Wynne May RNVR, served 1942-46 in RIN. Stage, screen and radio actor; For 46 years played Nelson Gabriel in Radio 4's The Archers.

Lt John Ellsworth Scott DSC, WWII Fleet Air Arm fighter pilot. Served in 804 NAS, flying Fulmars and Hurricanes from catapult armed merchant ships; 888 NAS (Formidable, Madagascar, N. Africa landings, Sicily, Salerno; 846 NAS (Tracker, Arctic convoys), D-Day; Trumpeter. Paintings done in Formidable are exhibited in FAA Museum. Aged 77.

Frank Miles DSM, ex-Cox'n submariner, served 1925-50. Boats: L71, Otway, Phoenix, Parthian, Regent (8 in war patrols in Med.), Tribune; post-war personal cox'n to Admiral Submarines. Member of Basingstoke branch of SOCA. Aged 87.

Cdr Henry Brian MacDonald Butterworth, MIMechE. Ships: Hermione (survivor), Orion, Vanguard, Mauritius, Grenville, Glory, Dancer. Aged 77.

Cdr Clifford Lawson Jordan OBE. Ships included Sirius (Normandy), Defender. Aged 77.

Gilbert James Kelland CBE, QPM, served in RNVR, including aircraft carriers in Far East, WWII. Former Assistant Commissioner (Crime), New Scotland Yard. Aug. 30, aged 73.

John Maxwell Poulton Garnett CBE, served WWII as a rating in HMS Malaya and later as officer commanding a small ship in clandestine operations to and from occupied France. Director of Industrial Society 1962-86. Aug. 15, aged 76.

Lt R. A. (Ray) Osment, MEO, ex-ERA. Served 1955-76. Ships: Newfoundland, Theseus, Sheffield, Victorious, Adamant, Maidstone, Striker, Defender, Pembroke, Brighton. Aug. 2, aged 62.

F. J. (Nick) Adams, ex-Sig, served 1947-56. Ships: St Vincent, St James, Wakeful, Consort (Yangtze Incident). Member of HMS Consort Association.

John Faerber, ex-PO/Sto. submariner (WWII). Member of London branch of SOCA. Aged 83.

Donald Rowlands, ex-LS submariner. SOCA London branch committee member. Aged 67.

Ray Winfield, ex-CK, served 1944-46. Ships: Drake, Eland, Kilchattan, Heron, BYMS 2188. April 22.

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Monitor in a class of her own

IN THE SHADOW of HMS Victory, Portsmouth's fourth historic ship, the World War I monitor M33, is set to become a permanent memorial to the Gallipoli campaign – provided ways can be found to conserve her 82-year-old hull.

The University of Portsmouth is analysing sections of plate to identify a suitable system to clean and protect it. This will set the timescale for the project to restore her as far as possible to the way she would have appeared in 1915 and open her to the public as a museum and commemorative gallery.

Hampshire County Museum Service is taking the lead in this, with various RN inputs, including the loan on an opportunity basis of artificers from HMS Sultan.

"After a slow start considerable progress has been made," the restoration supervisor, ex-WOMEA(H) Brian Wines, told *Navy News*.

"Many of her upperdeck arrangements removed or altered during her 1924 conversion and later uses have now been returned

to their original configuration."

It was in 1924 that M33 was renamed HMS Minerva – the name by which she is still best known. One of only two British warships of World War I surviving today – the other is the cruiser HMS Caroline, headquarters of the Belfast RNR – the 177ft vessel was built in 1915 and used as naval gunfire support in the Dardanelles. She later saw service aiding the White Russians at the Dvina River.

She was part of the major programme of ship construction that followed the outbreak of war in 1914. Included was a fleet of shallow draft coastal bombardment vessels and M33 was one of five small-gun monitors ordered from Harland and Wolff, Belfast and subcontracted to the neighbouring shipyard of Workman Clark Ltd.

Ordered on 15 March, 1915, she was launched on May 22 and completed on June 24 – a remarkable achievement even for such a small



● Last voyage of World War I survivor – the monitor M33 on the move to Number One Dock in Portsmouth Naval Base.

ship.

Under the command of Lt Cdr Q.B.Preston-Thomas she finished her fitting out and left England in July to play her part in one of the war's most tragic and controversial campaigns.

She supported the landings in Suvla Bay and for the next four months patrolled the coast where men from Britain, Australia, New Zealand, India, Africa and France fought Turks and Germans in savage trench warfare.

Following the withdrawal from the Gallipoli peninsula early in 1916, M33 served with various detached squadrons in the Mediterranean and joined an Anglo-French force to neutralise the Greek Fleet in Salamis Bay on 1 September that year.

She was paid off at Mudros on 10 January 1919 after three and a half years' active service. During that time she earned the reputation of being a 'lucky' ship, having survived dozens of near misses while sustaining no serious damage or injuries.

After a quick overhaul in England she was soon back in action. Under the command of Lt Cdr K.Mitchell she sailed for Murmansk in Northern Russia where she supported the withdrawal of Allied troops on the Dvina – and here she sustained her first damage, albeit without serious consequences. Following the Naval withdrawal from Archangel in

September 1919 she returned to England.

She was converted as a mine laying training ship in 1924 and renamed HMS Minerva. With the outbreak of World War II she was put to use as staff offices and then converted again as a boom defence workshop designated C23(M) and towed to the Clyde.

Returning to Portsmouth after the war – with her name changed again to RMAS Minerva – she remained as a floating workshop and office at the Royal Clarence Victualling Yard, Gosport until her disposal in 1987.

In July of that year she was loaded onto the Dutch barge Goliath and along with HMS Foudroyant (now renamed Trincomalee) transported to Hartlepool for restoration.

Appreciating the importance of her history Hampshire County Council bought her in 1990.

Her forward six inch gun may be recognised by many naval personnel – it was formerly at HMS Excellent, Whale Island where it was in use until 1974. Loaned to the Museum Service as a vital part of the restoration, it was put onboard in 1992.

The 47ft forward and 19ft after masts were reconstructed by the

Mersey Maritime Museum Workshops and installed in July last year.

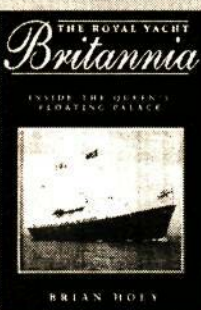
The anchor winch was acquired from a chandlers in Canada specialising in maritime artefacts and transported back to Portsmouth in HMS Lancaster. This was stripped, refurbished and put in place just before she came into Number One Dock.

● For further information on M33 contact the Project Manager, c/o Treadgolds, Bishop Street, Portsmouth tel 01705 824745 or the Restoration Supervisor on 01705 722508.



● M33's sister ship M30 in the Dardanelles, 1915. She was sunk by shore batteries in the Gulf of Smyrna on 13 May 1916 Inset: in the same time and place, Signalman Mulligan on board M33 (photo supplied by his family).

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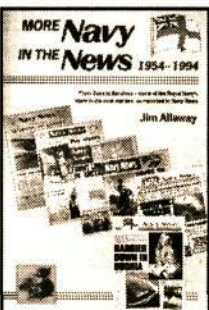


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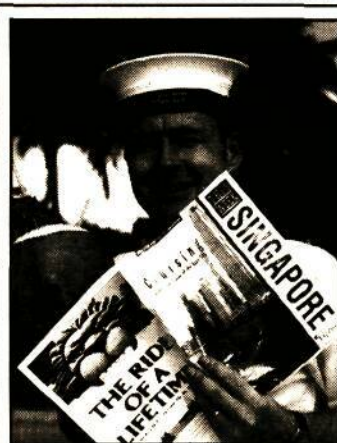
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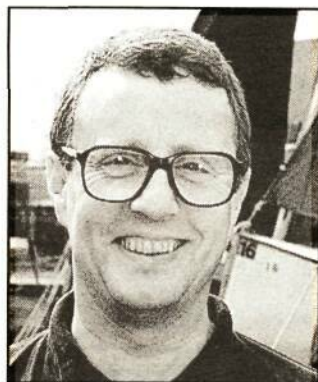


Indoor rowing record falls

ROYAL Marine Cpl Nigel Owen has set a new world record for indoor rowing after by clocking up 100,000m in 7 hours 57 seconds.

After his marathon row, Nigel (30) from Upton St Leonards, said: "I wanted to jump up and punch the air but all I could manage was to drop the bar and lie back."

In the process, Nigel raised £170 in sponsorship for the counselling service Relate.



Selected for South Africa

SCOTLAND-based submariner Bud Flannagan has been selected to represent the Royal Navy in a prestigious sailing regatta in South Africa.

Bud (39) is the only person from Scotland selected for the event which will see a ten-strong RN team racing dinghies against sailors from 25 different nations.

The regatta is one of many events marking the 75th anniversary of the South African Navy. Bud said: "It's a great honour to be selected, particularly as it is the first time for many years that the RN Dinghy Team has competed internationally."



Called up for NI Services

PO Doc Cox was voted Man of the Match after being called up to play for Northern Ireland CS Rugby XV.

The ex-Devonport Services flanker was presented with the award by former British Lions and Ireland Captain Willie John MacBride after a narrow defeat by a well-drilled Ulster Development XV.

Gritty performance from cricket squad

THE HIGHS and lows of the RN cricket team's season were re-experienced at this year's inter-service festival at Aldershot.

After playing themselves out of trouble with a gritty performance by the lower order batsmen in the opening match against the RAF, an excellent all-round effort in the field saw them to a 30-run victory.

But in a rain-reduced match against the Army, a poor batting display saw the Navy soundly beaten by 70 runs, and the Army went on to become this season's champions after defeating the RAF by six wickets.

On the opening day, the RAF won the toss and put the Navy in. This was to prove a sound move as Phillips ripped out the top order of the Navy batting to reduce them to 66 for 6.

Lt Cdr Piers Moore provided the backbone of the innings, making 45 in 2 1/2 hours. He added 49 for the 7th wicket with Mne Andy Procter (31).

Lt David Pinder (34) playing in his first

INTERSERVICES CRICKET BY ENTAILLEUR

senior inter-service match added 40 with skipper Lt Cdr Chris Slocombe for the 9th wicket as the Navy totalled 192-9 from their 55 overs - a very good recovery after being 115 for 7 at one stage.

The RAF scored freely at the start of their innings and reached 159 in 12 overs, but lost 4 wickets in the process, Pinder striking twice in his opening four overs.

Riddell and Phillips added 83 for the 5th wicket before Phillips was out for 50 with the score at 135-5.

Against the odds

Mne Greg Owen, in his first interservice match, then bowled the Navy to victory with 3 for 27 in nine overs.

The RAF lost their last four wickets for 10 runs and were all out for 162. The Navy won the match against all the odds by 30 runs, to the delight of their supporters.

The Navy won the toss in their 45-over game against the Army and put them in to bat.

LS Steve Miles, replacing the injured Garbutt, bowled his nine overs for just 23 runs and the Navy bowlers kept the early batsmen in check. After 30 overs the Army were 95-4 with Cotterill out for 50.

Mne Owen again bowled well for the Navy, taking 4 for 35 from his nine overs as the Army totalled 171 for 8 from their 45 overs - they lost four wickets to run outs.

Owen and S/Lt Tim Berry, another debutant, began well but Owen was out for 25 with the score at 40 for 3, only Mne Tim Burt (25) and Mne Procter (12) reached double figures as the Navy batsmen failed to respond to the challenge in the face of some tight bowling and fielding.

The need for players to learn to pace the innings was demonstrated clearly as they were dismissed for 101 with nearly 10 overs of their allocated 45 remaining. The Army won by 70 runs to become 1997 Interservice Champions.

Lady golfers swing a decisive victory

THE RN women's golf team won this year's interservice title in an exciting three-day event at the Gainsborough Golf Club in Lincolnshire.

On paper, the team were the underdogs but the event was played in a similar way to the Curtis Cup on a no-handicap 'scratch' basis but they beat both the Army and the RAF by five matches to four on the American pattern course with large bunkers and water hazards.

Many games went to the final hole and victory was clinched by Captain Pippa Duncan who sank a 6ft putt across a slope on the final green.

The team were Captain Pippa Duncan, PO Wren Pam Jack, Cdr Moira Hoath (team captain) Wren Wendy Briggs, PO Wren Riz Davis, Lt Kate Wheeler and LWren Caroline McIndoe.

VICKI IS FASTEST FORCES FEMALE

LWW VICKI NORTON was the fastest forces female in the first London Triathlon on September 21.

Vicki, from HMS Drake, completed the 1,500m swim, 40km cycle race and 10km road run in just 2 hours 13 minutes 1 second.

A total of 31 Navy triathletes competed in the event and on current form Vicki should have no trouble defending her title as the ladies number one at the Interservices triathlon at Sherborn Castle, Dorset, on October 1st.

Vicki has been competing in triathlon for four years and won the Navy championships earlier in the year. She also came second in the Guernsey Middle Distance competition and was sixth in the national duathlon championships.



Athletics Club bounces back

THE ROYAL Navy Athletics Club completed a memorable season by gaining promotion back to Southern League Division 2 after only one season in Division 3, writes Lt Cdr Bob Chapman.

The fifth fixture in Oxford got off to a good start with CSgt Williams 1st and LPT Edwards second in the 400m hurdles. The 800m saw more good points with LCH Potts 2nd and LPT Breed 3rd and a brilliant performance by Lt Gough earned him 1st place in the 5,000m.

The most pleasing result of the day saw two first places in the 400m by LPT Hol and OM Turner. Further winners were CPL Hope (110m hurdles and pole vault) the 4x100m relay team, OM Spencer-Smith (long and high jump) and Sgt Gibbs (pole vault).

All these, plus some other excellent performances saw the RNAC finish second, just one point behind the afternoon's winners, Oxford AC. The man of the match award went to CSgt Williams who has produced great results in both hurdles events throughout the season.

To add to the agony, RNAC were unable to field any athletes in the 300m steeplechase. If any two runner had completed this event, the minimum score of two points would have been enough to clinch the fixture. The result kept the RNAC in fourth place in the league and promotion depended on the final fixture at Victory Stadium.

Round 5 Results: Oxford 130pts RNAC 129pts Queens Park 110 Windsor 86 Diss 82.

The Club fielded a strong side on a sunny day at their home ground and after studying the league position it was calculated that they needed to finish in the top two to gain promotion.

After a shaky start in the 400m hurdles RNAC got back into their winning ways with 1sts from LPT Hol (100m and 400m) LPT Breed (800m) Mid Blackburn (200m) 4 x 100m and 4 x 400m relay teams, Mne Wright (long jump) Cpl Hope (pole vault) OM Spencer-Smith (triple jump) Mr Mitchell (hammer) Mr Green (javelin) and CPO Mortley (shot putt).

Strong support

Once again the winners were all well supported by the rest of the team (nine second places) and this meant that throughout the afternoon the RNAC were never out of first place.

Even more pleasing was the fact that the club won the fixture by 17.5 points and clinched promotion back to Division 2 after one season in Division 3. The man of the match award was presented to LPT Hol for producing the fastest 400m (50.2s) in the RN for several seasons.

Round 6 Results: RNAC 137.5 pts North London 120pts Serpentine 93.5 Metropolitan Police 93.5 Walton 83.5.

This helped the RNAC climb one place to finish third in the final league with 25 points, behind winners Winchester with 26 and Serpentine with 25.5.

In brief

Dates for ski championships

AS Navy News went to press the RN/RM Dry Slope Skiing Championships were getting underway in Plymouth.

For a full report, and information on the RN Winter Sports Association Learn to Ski Week and Alpine Skiing Championships in Valloire, France, from January 3 to 17, look out for the November issue.

Navy crew nets new title

THE ROYAL Navy's 16-strong team in Stavanger, Norway, were invited to take part in a fishing competition between the RAF and the Army.

WO Len Smith, LW Si Henry, RS Bryan Parry, CPO Dave Hadland, LW Andy Boiling and RS Gary Young won the competition, and RS Young won the individual competition after catching a 5lb cod.

Barbarians to visit Pompey

ON THE same day that the RNRU U21 flew to Italy for a two-match tour, the world famous BABA's RFC confirmed that they would play the CS Senior XV at 1800 on Wednesday November 11 at Burnaby Road, Portsmouth.

Chairman of U21 rugby, Lt Cdr Phil Noble, said: "The tour to Italy will be no 'players jolly'. The two matches are high profile and are against strong divisional opposition, Rovigo RFC and Treviso RFC."

Squash finals at Temeraire

THE ROYAL Navy Squash Championships are to be held at HMS Temeraire from October 24 to 26.

For further details, contact the RNSRA Secretary, Lt Cdr Steve Fuller on 01705 723741 or internally on 9380 23741.

Scott hosts top players

STAR players from Plymouth Raiders basketball team will be visited by the Navy's brand new survey ship HMS Scott in September.

The trip was arranged by engineering officer Lt Jim Davies just before the start of the new season.

Players toured the ship and demonstrated their skills to members of the crew using a basketball net in the ship's games room.

Sports lottery needs support

THE Sports Lottery provides grants worth £150,000 towards equipment purchases and expedition costs.

But the organisers are keen to remind all personnel that this is only possible with their support.

Applications for grants should be made to the Lottery Manager at HMS Temeraire on application form (SCB) Form 1 which are available through PT Offices, UPOs or direct from the lottery manager.

Air Force puts Navy pilots to flight

AFTER a rainy training week, the Interservices Hang Gliding Champion-ships in South Wales took place over five days of glorious sunshine.

The Open Class completed 8 tasks in five days of flying, but the lift was generally light and pilots had to fight hard for every mile flown.

For the first time in several years, the two Naval Robs did not dominate the Championships. Lt Cdr Rob Dowdell was at sea and the RAF's Flt Lt Gary Widdnam was flying so well that Lt Rob Schwab of 899 Sqn had to be content with second place and half the points of his rival.

CPO Mike Wood (Drake) S/Lt Alex Cross (Loughborough University) and CPO Wayne Holmes (Talent) were all in the Open Class for the first time and flew well to finish 6th, 10th and 11th respectively.

In the Intermediate Class, Lt Dominic Hurndall, Lt Dave Moody and CPO Al Hutson struggled to overcome the strong Army presence for 5th, 6th and 7th.

High hopes

The Army had also packed the Novice Class with new pilots and had high hopes of winning until CPO Mike Ousby (MOD London) took off. Flying consistently well, he kept the other eleven Army pilots at bay and won the Novice Class.

The RN Team was placed second, just behind the RAF. Unfortunately, Lt Cdr Pete Stewart of SM1, Faslane, sustained the only injury of the fortnight, when he broke his arm during an awkward landing in the Black Mountains.

It was also an unlucky year for another couple of Royal Navy pilots who damaged their gliders by dropping them, either on launch or landing. Details of hang gliding and paragliding courses at the Joint Services Centre in Wales are detailed in JSP 419.

Yachtsmen ready for rivals in Oz

THE RN sailing team has been training hard for a prestigious race series in Australia later this year.

The Southern Cross Challenge is a nine-race event which culminates in the famous Sidney to Hobart race starting on boxing day.

The RN team have been put through their paces by skipper Lt Cdr Mike Broughton and have already achieved some notable successes.

Fastnet result

Borrowing the yacht Assuage, owned by the Commodore of the Royal Ocean Racing Club, Mr Terry Robinson, the team were first in class in the Fastnet Race and 6th overall out of 280 yachts in the international field.

And Cdr Broughton also skippered the boat to first overall in the Swan European Championships held at Cowes.

SAILING ROUND-UP

□ Meanwhile, more details of the Interservice Inshore and Offshore Regatta have reached Navy News.

Cdr Broughton skippered Gauntlet of Tamar to victory in the inshore Princess Elizabeth Cup for the second year running despite a Force 6 and torrential rain.

And Rapana, skippered by Cdr Mike Shives, was the first team boat in Class 3, second fastest on corrected time both in class and overall, and were the first JSASTC Victoria 34.

But the offshore race turned out to be as much a lesson in sea survival as racing tactics.

Benign weather at start turned out to be the lull before the storm and as the yachts reached across the Channel the wind increased to gale force with a confused sea,

and seamanship and safety of the crew became paramount.

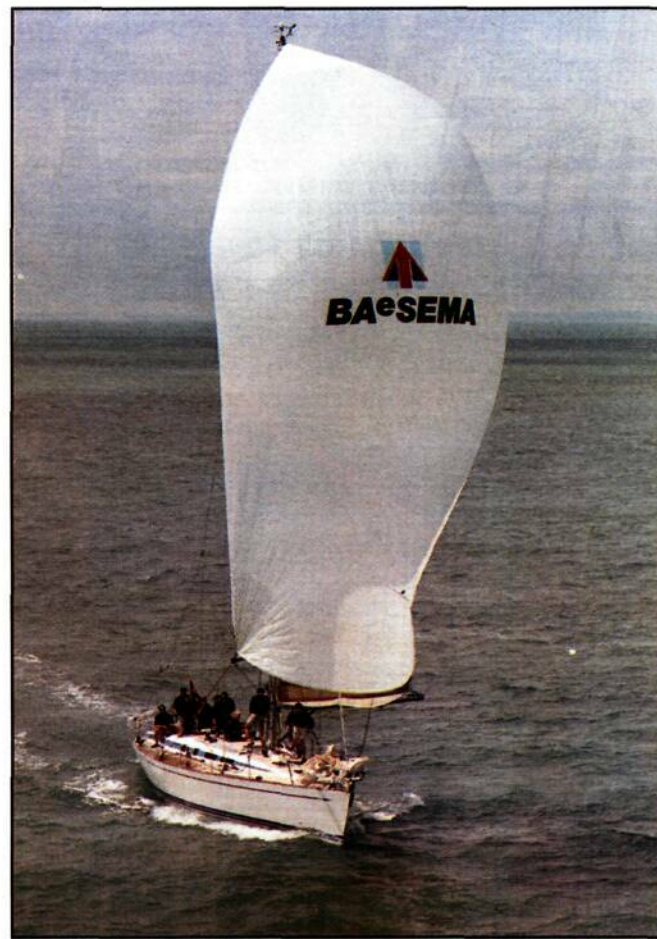
The Army yacht Parthia was knocked flat in the night and was rescued by Alderney Lifeboat.

The lifeboat cox'n said he believed Parthia had rolled a full 360 degrees and praised her crew for their professional handling of the situation.

The RN Nicholson 55 Chaser led for over half the race until a spinnaker downhaul snapped, and with ropes whipping round in the wind the problem took 2 1/2 hours to sort out.

Gauntlet took the lead and held it almost until the end of the race when a reefing line snapped, leaving them with an unmanageable main and robbing them of a place in the prizes.

Rapana battled on through 50 knots of wind, making Little Russel a daunting place to be at night with wind over tide. Later, the skipper reported that he had never been so pleased to finish a race and that he regarded being a prizewinner as a bonus.



● The Royal Navy sailing team are put through their paces ON Assuage by skipper Lt Cdr Mike Broughton. The boat is on loan from Royal Ocean Racing Club Commodore Mr Terry Robinson.

Rugby teams on form

THE Royal Navy Portsmouth and the Royal Marines took the honours at the Vosper Thornycroft Army Rugby Union Inter Corps 10-a-side tournament at Havant Rugby Club.

The Royal Marines retained the Vosper Thornycroft Cup. Led by man of the tournament Cpl Bob Armstrong, they were the eventual winners by 24 points to 12 over the Royal Logistic Corps.

RN Portsmouth, led by the veteran CPO Eddie Over, won the Bowl Competition 17-12 against the Irish Infantry. The game went to extra time and LWEM Tom Arnold scored the winning try after a scything break from the half way line.

This sets up the RNRU Inter Command Competition for the Blakeney Cup. Last season the Royal Marines won by defeating Portsmouth in the final match by 23 points to 20.

Rugby League

The fledgling RN Rugby League team faced their toughest test to date when they took on the might of the Barla under 23s at Burnaby road.



● Royal Navy Portsmouth in action during the Vosper Thornycroft Army Rugby Union Inter-Corps ten-a-side tournament at Havant Rugby Club.

The RN gave Barla U23 cause for concern in the early stages of the match but at the end of the day the visitors' fitness and experience carried them through to a 38-12 victory.

After early successes in nines and tens competition, the Navy put up stiff opposition in their first 80

minutes together as a full squad.

Navy Captain Andy Steel said: "For the first ten minutes I think everyone was overawed by the situation. We came back from it but at the end of the day, overlaps, fitness and experience on the Barla lads side won it for them and all credit to them."

"We've got a lot of union players but there's only a smattering of Rugby League players and it was the first 80 minutes we've had together. You can't just throw a side together and expect results but I think we did brilliantly, the lads showed a lot of heart."

"That was probably going to be one of the toughest games we've ever going to have. The next people we've got to beat are the Army and the RAF and I don't think they're going to be as fit as these lads."

Barla U23 Captain Phil Craine had high praise for the Navy squad. He said: "They had us worried- they are a good side."

"We scored a couple early tries and we thought we were going to win it easy, but they came back at us, and shook us up."

"You could tell that they were a bit raw, but I'm sure that after a few more games they'll be there."

● Left: RN Rugby League Captain Andy Steel intercepts a pass as the Navy feel the weight of Barla U23.

Pompey reach out to their overseas fans

PORTSMOUTH Football Club has launched a special deal for supporters serving overseas.

The Club is offering membership of the Blue Army supporters club for £15 instead of the usual £20.

Members get a discounted programme subscription service, free match reports by fax, special offers on club videos and discounts on Pompey merchandise by mail order.

The club will also supply posters and banners for mess

quarters and members will be able to book advance tickets by credit card for all-ticket games if they know they'll be home for the match.

To join the Blue Army supporters club, return the form below or telephone Portsmouth Football Club's Membership Secretary Sharon Knight on 01705 825016.



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Ocean Wave ships return - 45,000 miles later



Picture: LA(PHOT) Richard Thompson

The Force is with you

JETTIES at Plymouth and Portsmouth were crowded with hundreds of families welcoming home ships of the Ocean Wave task group at the end of August.

From his flagship HMS Illustrious, the Commander of the UK Task Group, Rear Admiral Alan West, said that during their eight months away his ships had taken part in 24 major exercises with the armed forces of 20 countries – and for nearly five months the group had been the most powerful naval force in the region, apart from the US Seventh Fleet.

Illustrious had steamed 45,400 nautical miles and had been visited by more than 30,000 members of the public. Her ship's company of 1,200 had raised almost £18,000 for charity during the deployment (see page 17).

The carrier entered Portsmouth with the destroyer HMS

Gloucester and the frigate HMS Richmond. Their ships' companies had raised a total of more than £3,500 for charity.

On the same day another Ocean Wave frigate, the Type 22 HMS Beaver, returned to Plymouth with the tanker RFA Olva. During her deployment Beaver became the first British warship to visit the Socialist Republic of Vietnam, her trip coinciding with British Week in Ho Chi Minh City.

RFA Sir Percivale, too, returned to her Marchwood base after supporting the largest Royal Marines exercises in the Far East for over 20 years.

■ The submarines return – page 10.

With the spars of HMS Victory in the foreground, Ocean Wave flagship HMS Illustrious comes home to Portsmouth.

SIZING-UP CARRIERS

● From front page

ing the Sea Dart surface-to-air missile system which, in the current climate, is regarded as expendable in carriers.

Typically, this would allow three more Sea Harriers or RAF GR7 Harriers to be embarked, with more storage space for weapons, without affected helicopter complement. At present an Invincible-class can embark up to 18 fixed wing aircraft, but in practice rarely carries more than 12 – and often less than that.

Navy News understands from reliable Naval sources that the alterations are likely to start with HMS Illustrious, but the first to be refitted may be HMS Invincible which goes into dock in the new year.

The refits will enhance capability to sustain the further operation of carrier-borne GR7s, the success of which is proving to be a milestone in RN-RAF co-operation (see page 19).

Meanwhile, discussions have been opened with the Army about the possibility of operating Apache attack helicopters in a similar way.

"The carrier is a highly mobile defence airfield, not an RN asset," says Admiral Blackham.

"That is why I am so enthusiastic about our current operations with GR7s. They are proving a great success, and the RAF is enthusiastic about them, too."

MOD watch on homes sell-off deal

THE MINISTRY of Defence is continuing to monitor the effectiveness of the arrangements following the sale last year of 57,000 married quarter homes in England and Wales.

A spokesman for MOD told Navy News that the present Government accepts the sell-off as an "accomplished fact" and will ensure that the arrangement produces the best deal for both Service families and taxpayers. The homes were sold for £1,662 million to Annington Group, MOD paying £100 million a year to rent back the 55,000 dwellings which were not disposed of immediately.

Crew shortages keeping ships out of exercises

SHORTAGES of Warfare Branch ratings have led to some Royal Navy ships being prevented from taking part in training exercises.

There is a total shortfall of 600, with Warfare Branch gapping accounting for two-thirds of that. The Royal Marines, too, have been hit, and are 340 under strength. One RM officer has described the situation as "very serious".

To help keep up the strength of the Commando at highest readiness for the Joint Rapid Deployment Force, the Commando at lowest readiness has been cut by 30 per cent.

Cause of the shortages is being put down to the block on recruitment during manpower cuts and to

other funding factors.

Ships undertaking current military tasks are unaffected, as their complements are being kept up to strength as a priority. And there is little leeway for gapping in the lean-manned Type 23s.

Vigorous efforts are being made to redress the shortages. The Warfare Branch problems are likely to level off shortly, while retention is encouragingly normal – with only about seven per cent seeking premature release.

Recruiting drive

The Marines, too, are undertaking an intense recruiting and retention drive. However, a knock-on effect of the RM trickle drafting into units to maintain top-readiness strength has resulted in a large measure of turbulence, with personnel being transferred between Scotland and the South West of England.

One member of the Corps said: "Our men do not enjoy being shifted in large numbers between these two places, and so we're looking at ways of getting around it, and moving fewer people."

The Navy is also concerned about ageing equipment – particularly 996 air/surface search radar which equips the Type 42 anti air warfare destroyers. Work to maintain the system's reliability was now proving costly.

And by the time HM ships Albion and Bulwark enter service, the vessels they are replacing – HMS Fearless and Intrepid – will be 35 years old.

■ Defence Secretary George Robertson said he recognised that undermanning was a serious problem.

In a speech to the Royal United Services Institute, he also said that the current Strategic Defence Review would look at how Britain should modernise force structures and capabilities in the light of the scale of deployments we should plan.

Four RN ships in search for boat survivors

FOUR Royal Navy ships took part in a large-scale search for 30 illegal immigrants after their wooden craft was swamped in the strait between Morocco and Spain.

The sweep for survivors from the 25ft Moroccan boat was co-ordinated by HMS York. Also involved in the search were her Lynx helicopter, the Gibraltar Squadron patrol craft HMS Trumpeter and HMS Ranger, the Lynx from HMS London, which was alongside for minor repairs at the Rock, and four Gibraltar police boats.

Spanish vessels and aircraft, and a French yacht, were also involved in the operation in which nine survivors and six bodies were found – one by the York. The remaining boat people are still missing.

Brave bound for Falklands

HMS BRAVE was visiting Brazil, on route to the Falkland Islands, as Navy News went to press.

After a year in dockyard hands, the Type 22 frigate is taking over South Atlantic guardship duties from HMS Somerset. During her seven-month deployment she will also visit Salvador in Brazil, Las Palmas in the Canaries and Montevideo in Uruguay.

Royal Yacht making her farewell tour

EIGHT ports around the UK will be visited by HMY Britannia when she makes her farewell tour of Britain this month.

The Royal Yacht is scheduled to call at Portsmouth – where she is based – Liverpool, Cardiff, Glasgow,

Aberdeen, Tyneside, London and Plymouth.

As Navy News went to press there were no details as to whether her visits would involve any members of the Royal Family. Britannia is due to decommission in December.

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